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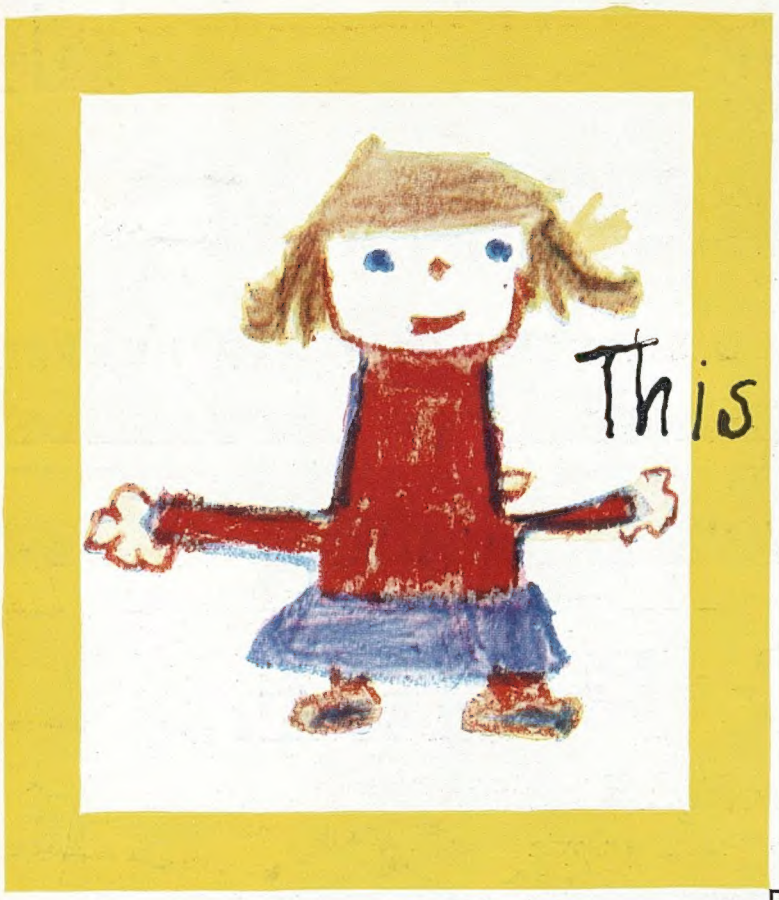

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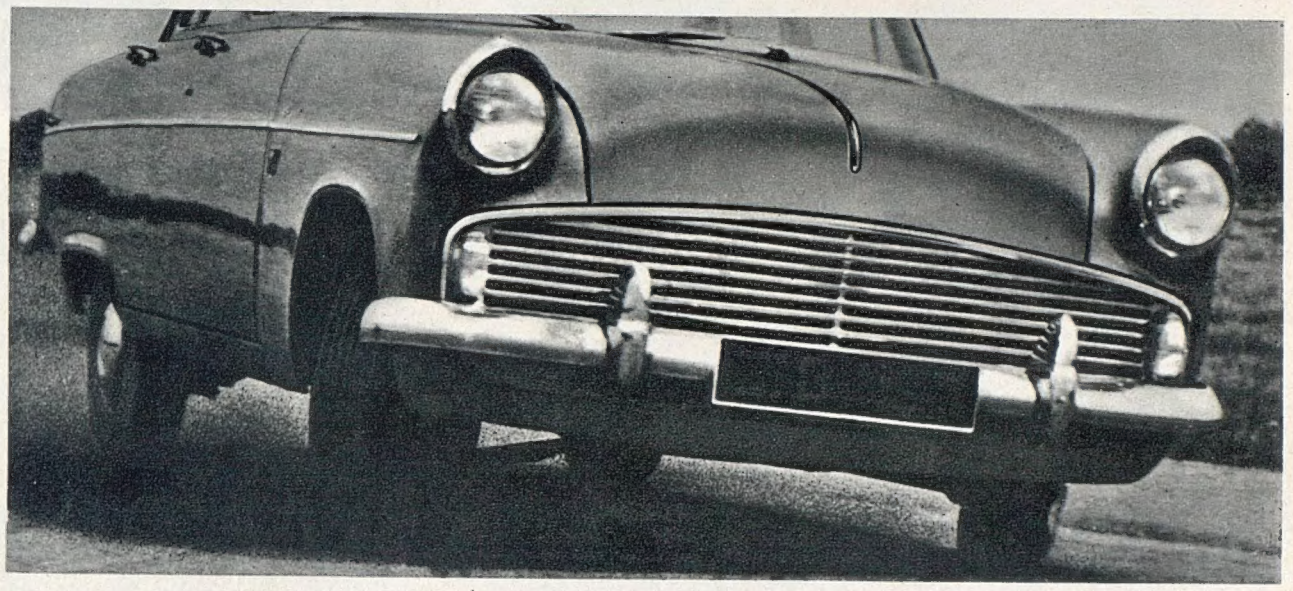

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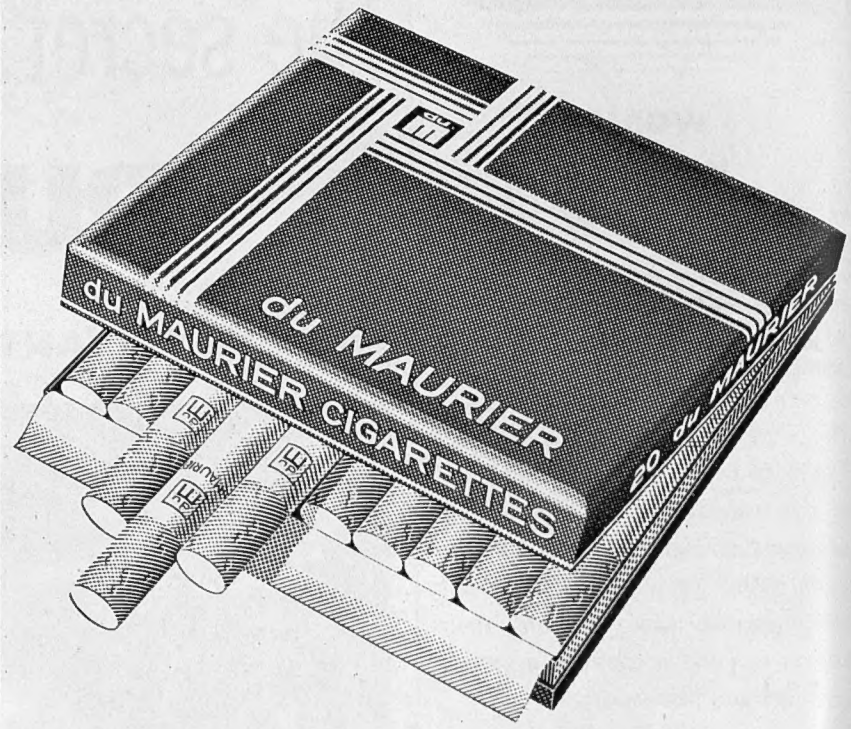

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Volume CCXLVI No. 3191

THE

SPHERE

LONDON, July 29, 1961

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GIFTS FROM KASSEM

The Prime Minister of Iraq speaks at a village near Bagdad during a ceremony in which he presents some 250 title deeds of agricultural land to peasant families in the area. The occasion was one of many on which General Kassem spoke during the recent celebrations of the anniversary of the 1958 revolution in Iraq. His tone towards Britain was always aggressive and, when on Thursday of last week Kuwait was admitted as the eleventh member to the Arab League at its Council Meeting in Cairo, the Iraqi delegation walked out. Their leader declared the League was "following the policy of British Imperialism." However, on the same day it was reported from Bagdad that Sir Humphrey Trevelyan, the British Ambassador, had had his first meeting with General Kassem since Iraq laid claim to Kuwait last month. An official statement said they discussed "future cordial relations" between their countries. The withdrawal of further British units from the Sheikhdom was taken as another indication of hopes for a peaceful solution of the Kuwait problem. Meanwhile, at least temporarily, world attention shifted from the Middle East to Tunisia

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NEWS SUMMARY

Increased Western diplomacy over Berlin; refugees from East Germany; E.F.T.A. and Common Market meetings; vital days at Westminster; Spaceman No. 3; unofficial and official referendums in S. Rhodesia

INTERNATIONAL

As Mr. Hammarskjold flew last Monday from New York to **Tunis** for talks with President Bourguiba about the **Bizerta** situation (see opposite page), moves were continuing to be made elsewhere regarding the future of **Berlin.** Mr. McNamara, the U.S. Secretary of Defence, arrived in **London** for a day of talks with Mr. Watkinson, Britain's Defence Minister. Over the weekend Mr. McNamara had been in **Paris,** consulting with General Norstad and other senior Nato officials.

In both capitals, it was understood that the U.S. Defence Secretary was stressing President Kennedy's recently expressed views on the need for building up the conventional strength of the Nato forces. The President himself was to make a coast-to-coast television appearance on the American networks on Tuesday evening. In **Washington** he was expected to return to his theme of greater non-nuclear strength in the West, which he believes to be especially necessary because of Mr. Khrushchev's announcement in **Moscow** earlier this month of the suspension of demobilisation in the Soviet armed forces and the increase in the Soviet military budget.

The Western Notes to Moscow last week, while standing completely firm on the Western rights in West Berlin, indicated that they hoped a basis could be found for negotiation. Western policy regarding this will probably be formulated at the meeting of Western Foreign Ministers in Paris early next month. In West Berlin itself, nearly 9,000 refugees from East Germany arrived last week. This was the highest weekly figure since the uprising of June 1953.

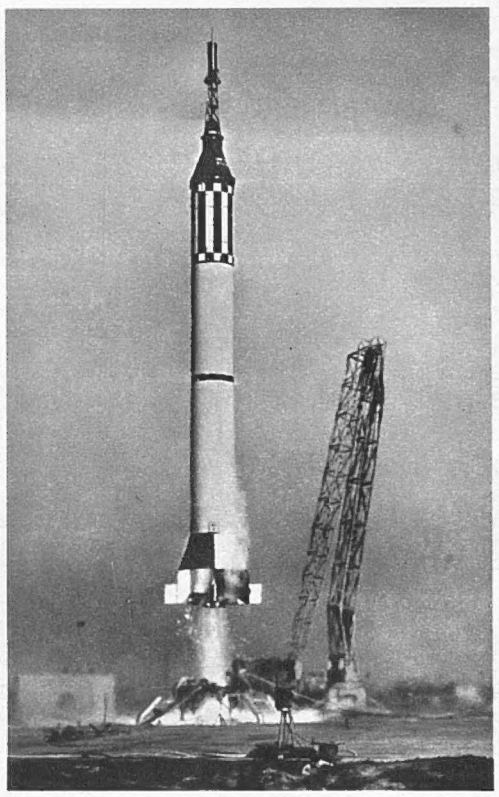
Last Sunday it was learnt that a ministerial meeting of the European Free Trade Association (Britain, Austria, Denmark, Norway, Portugal, Sweden and Switzerland, plus Finland as an associate) was being arranged at Britain's request in **Geneva** later in the week. At it Britain was expected to announce her intentions regarding the Common Market. This information to E.F.T.A. members, in advance of Mr. Macmillan's statement to the British Parliament due next week, would be fully in accordance with E.F.T.A. rules. It would also enable Lord Home to express the views of the E.F.T.A. countries when he meets the Common Market members in the Western European Union conference in Paris on August 1. (Britain and the Six—France, Italy, West Germany and the Benelux states—form the W.E.U.)

GREAT BRITAIN

As a prelude to the Chancellor of the Exchequer's long-awaited economic announcement on Tuesday of this week, the report of the Plowden Committee on public expenditure was published last week. The Committee under the Chairmanship of Lord Plowden, former Chairman of the Atomic Energy Authority, consisted of a number of senior civil servants and experts from outside the Government service. It was set up in 1959. The report urges long-term surveys of public expenditure, on the basis of five-year programmes, and condemns short-term and " stop-and-go " economy campaigns " as frustrating to the efficient running of the public services."

The House of Commons is having a series of big debates before the adjournment for the Summer Recess, probably at the end of next week. Sittings this week have been concerned with East and Central Africa and with the economic situation in the light of Mr. Selwyn Lloyd's statement. On Monday next, Mr. Macmillan is to make his promised announcement about Britain and the Common Market. On the same day there is to be a foreign affairs debate, which will almost certainly centre on Berlin, unless some new international crisis intervenes. On Wednesday and Thursday, the Common Market is to be the main subject on the order paper.

Many M.P.s expect that the Government will allow for the possibility of the recall of the House during the Recess to discuss the Berlin question and economic measures.



The Redstone-Mercury rocket takes off from Cape Canaveral, Florida. **Right:** At the end of the flight, Captain Grissom floats in the Atlantic as a helicopter tries unsuccessfully to prevent the space capsule from sinking

THE UNITED STATES

Captain Virgil Grissom became the third man to have entered space when he made a short flight from **Cape Canaveral** last week. In most respects, his exploit was very similar to Commander Shepard's flight, the first of the series in preparation for the U.S. attempt to place a man in orbit round the earth. Although Grissom's flight was successful, his capsule sank after landing by parachute in the Atlantic. He had to swim to be picked up by helicopter. The capsule was not recovered.

MIDDLE EAST

Sir William Luce, the British Political Resident in the Persian Gulf, last weekend went to **Kuwait** to have discussions with the Sheikh. It was believed that the meetings were concerned with the withdrawal of the remaining British troops from Kuwait, following the Arab League's decision to protect the Sheikhdom from Iraqi aggression.

In the **Kirkuk** area of Northern Iraq, there has been fighting between Turcoman tribesmen, a Turkish minority in Iraq numbering about 100,000, and Kurdish tribes, who hold allegiance to the pro-Communist Iraqi leader, Mustafa Barzani. According to reports from Istanbul, 800 Turcoman tribesmen have taken refuge in north-east Turkey.

In **Teheran,** the capital of Persia, the Persian Foreign Minister, Mr. Husain Ghods Nakhaai, protested to the Soviet Ambassador, Mr. Nikola Pegov, over broadcasts from Moscow which he said represented " hostile interference in Persia's internal affairs."

SOUTHERN RHODESIA

Throughout the territory, Africans went to the polls last weekend to cast their votes in the unofficial referendum on the constitutional proposals for Southern Rhodesia. The referendum was organised by the National Democratic Party, led by Mr. Joshua Nkomo. He toured the townships round **Salisbury** during the voting to receive an enthusiastic welcome, but was prevented from making any speeches by a ban on political meetings. The N.D.P. claimed that a third of the 2,500,000 Africans in Southern Rhodesia voted. It was reported that it would show an overwhelming rejection of the constitutional proposals. But very few of the Africans—only about 4,000—were eligible to vote in the official referendum on the proposals, held last Wednesday.

GAMBIA

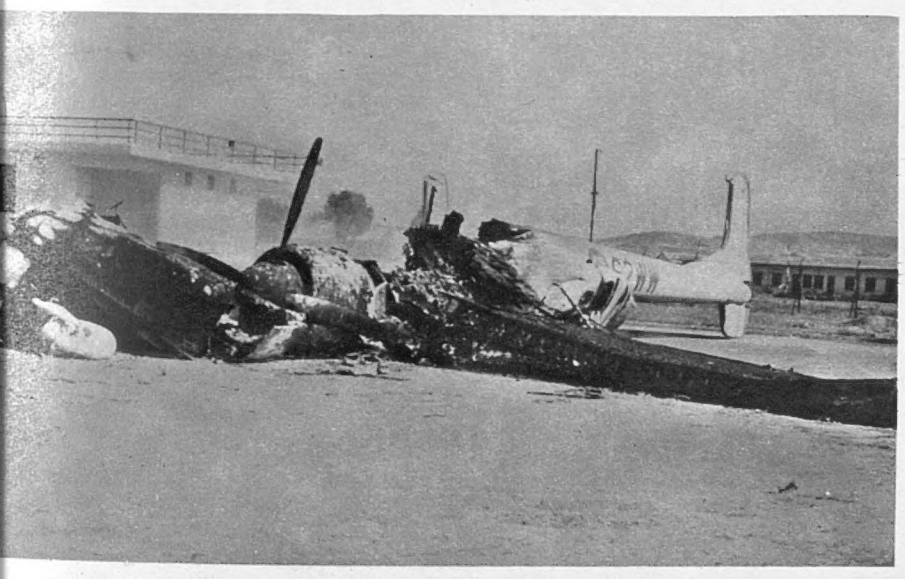
Sir Edward Windley, the Governor, Mr. P. S. N'Jie, the Chief Minister and Leader of the United Party, left **Bathurst** last week to attend the constitutional talks in London, which were to open under Mr. Macleod's chairmanship last Monday, July 24. Mr. D. K. Jawara, Leader of the Opposition People's Progressive Party, and representatives of other parties are also at the conference, which is a continuation of the discussions in Bathurst in May. There it was agreed a new constitution should be drawn up to give internal self-government to Gambia, apart from certain powers reserved to the Governor. Some Gambian representatives would like internal self-government after the general elections tentatively fixed for next April. Others want an earlier date.

A FRENCH PARATROOPER JUMPS OVER A CASUALTY IN BIZERTA

A TUNISIAN SOLDIER RUNS FOR COVER

THE NEWS IN PICTURES

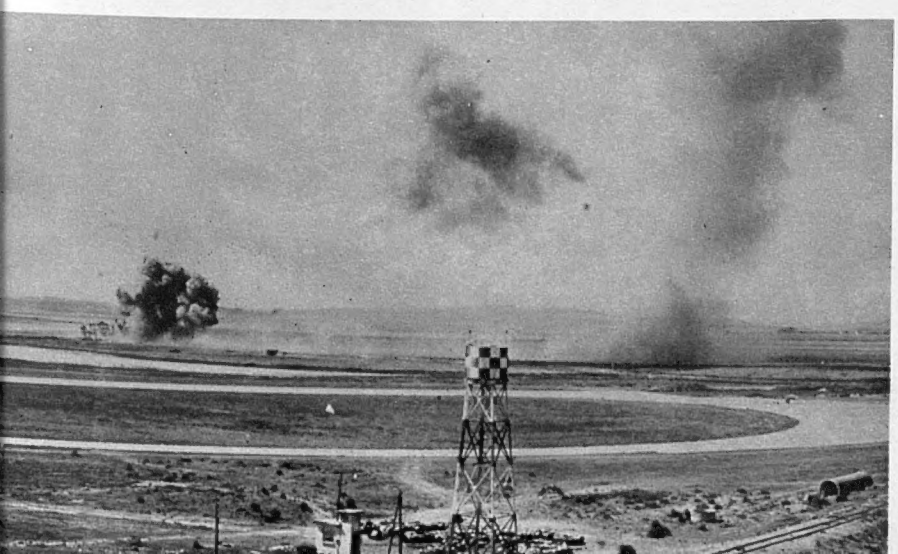
After four days of fighting in and around Bizerta, the French and Tunisian Governments ordered their forces to cease fire last Saturday. This was in accordance with a resolution passed a few hours earlier by the Security Council in New York. The resolution also called on the combatants to withdraw to their original positions. Up to last Monday morning this request had not been met. Difficulties had also arisen about arranging a mutually agreeable venue for a meeting between the French Commander, Admiral Amman, and the Tunisian Governor of Bizerta. Meanwhile the town, short of food and without water and electric supplies, was facing the threat of epidemic. No exact estimates of the casualties in the battle of Bizerta could be obtained. Tunis radio gave 670 Tunisians dead and 1,155 wounded. French sources stated that twenty-five French servicemen and one civilian had been killed and 100 servicemen injured. At the start of this week the truce remained an uneasy one. With the arrival of Mr. Hammarskjold, at the request of President Bourguiba, it was hoped the causes might be made known for this tragic incident in Franco-Tunisian relations which earlier this year were amicable



WRECKAGE OF A FRENCH PLANE IN SIDI AHMED WHICH, **below,** WAS BOMBED. **Below right:** A CHILD EXAMINES A BURNT-OUT LORRY

ADMIRAL AMMAN OF FRANCE

PRESIDENT BOURGUIBA OF TUNISIA



THE LATEST ADDITION TO THE MALAYAN NAVY—THE *MUTIARA*

A new despatch and survey vessel, the K.D. *Mutiara* (Pearl), of the Royal Malayan Navy, is seen at speed after her naming ceremony in Port Swettenham, Singapore. **Above, far right:** The Yang di-Pertuan Agong stands at the salute on board the new vessel after the naming ceremony. The Paramount Ruler later reviewed the fleet, of which he is Commander-in-Chief, from *Mutiara*. Designed and constructed at the Singapore Yard of John I. Thornycroft and Co., Ltd., the vessel is the first to be built especially for the Royal Malayan Navy.

THE MALAYAN PARAMOUNT RULER ON BOARD THE VESSEL

Right: The Secretary of State for Air, Mr. Julian Amery, presents the Norton Sword for the cadet achieving the highest all-round standard in his entry to Cadet R. H. Kyle at a graduation parade at the R.A.F. Technical College, Henlow, Beds. The cadet is the son of the Air Officer, Commanding-in-Chief, Technical Training Command, Air Marshal Sir Wallace Kyle

MR. AMERY AND THE BEST CADET AT HENLOW

A NEW FACTORY TO BE BUILT IN WALES

Mr. Ronald Soothill, Chairman of Turner and Newall Limited, prepares to lay the foundation-stone of the new £2,500,000 factory, which Ferodo Limited (a member of the Turner and Newall Group) are building at Griffiths Crossing, Caernarvon. To be completed by April 1962, the factory will produce brake linings, clutch facings and stair treads for the motor, mining and civil engineering industries

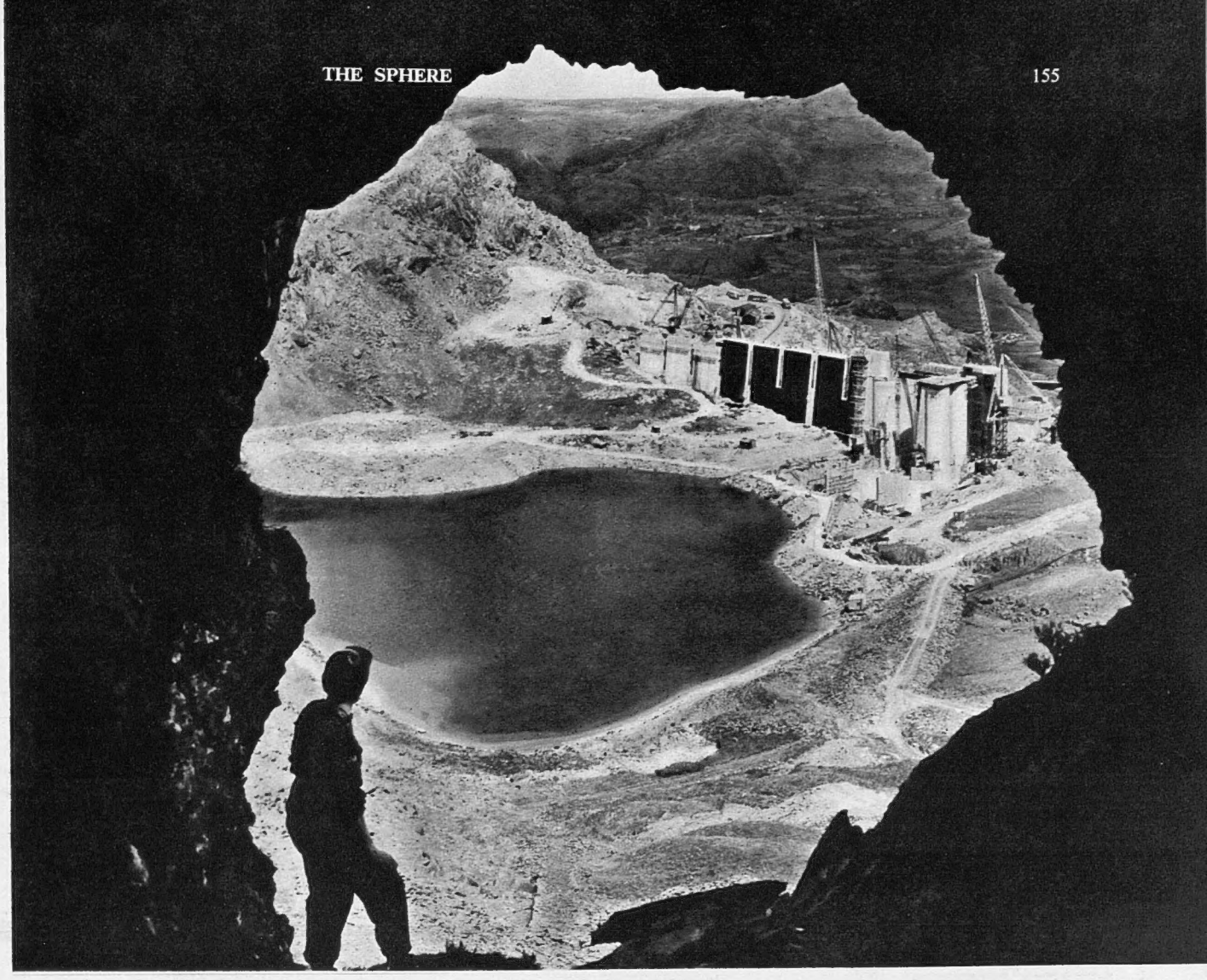
The Prime Minister of the Republic of Ireland, Mr. Sean Lemass, visited London last week to discuss with the British Government the position of their two countries in regard to the European Common Market. Mr. Lemass, accompanied by Dr. James Ryan, Minister for Finance, and Mr. Frank Aiken, Minister for External Affairs, had discussions with Mr. Macmillan and other U.K. Ministers. The Republic of Ireland has always had Commonwealth preference

MR. SEAN LEMASS (centre), AT ADMIRALTY HOUSE, LONDON

Far right: At Admiralty House, Mr. Macmillan is with Sheikh Shakbut Bin Sultan, who is ruler of Abu Dhabi, the largest sheikhdom of the Trucial States on the Persian Gulf. The Sheikh was in Britain last week on a six-day visit as a guest of the British Government. In London he went to Buckingham Palace to be received by the Queen

MR. MACMILLAN AND THE SHEIKH OF ABU DHABI

THE NEWS IN PICTURES



From the entrance of a disused tin mine can be seen the 100-ft.-high buttress dam being constructed to hold back the water in the upper reservoir for the pumped storage scheme at Blaenau Ffestiniog, in Merioneth, North Wales. The 300MW scheme, which is being constructed for the Central Electricity Generating Board, is due to start operations later this year. It is the first such scheme in Britain and will have four English Electric 105,000-h.p. water turbines. In operation, the stored water will pass down through the turbines during the daytime to generate electricity at peak-load periods. At night this water will be pumped back up to the storage reservoir

THE UPPER RESERVOIR IN NORTH WALES OF BRITAIN'S FIRST PUMP STORAGE SCHEME

General Franco stands on the saluting dais during a vast parade along the Castelliana Avenue in Madrid, held to mark the twenty-fifth anniversary of the outbreak of the Spanish civil war. Some 20,000 soldiers, sailors and airmen and 50,000 Francoist veterans of the war marched past the Caudillo. Groups of foreigners who had taken part in the fighting were also present. (On July 17, 1936, a military insurrection under General Franco led to the civil war which lasted three years)

THE TWENTY-FIFTH ANNIVERSARY OF THE SPANISH CIVIL WAR

Far right: Police forcibly remove students demonstrating in West Berlin outside the American Officers' Club. The demonstration, organised from the Free University of West Berlin, was a protest against a Spanish reception being held in the club on the occasion of the twenty-fifth anniversary of the start of the Spanish Civil War. The students shouted such slogans as "Freedom for Spain" and "Down with Franco"

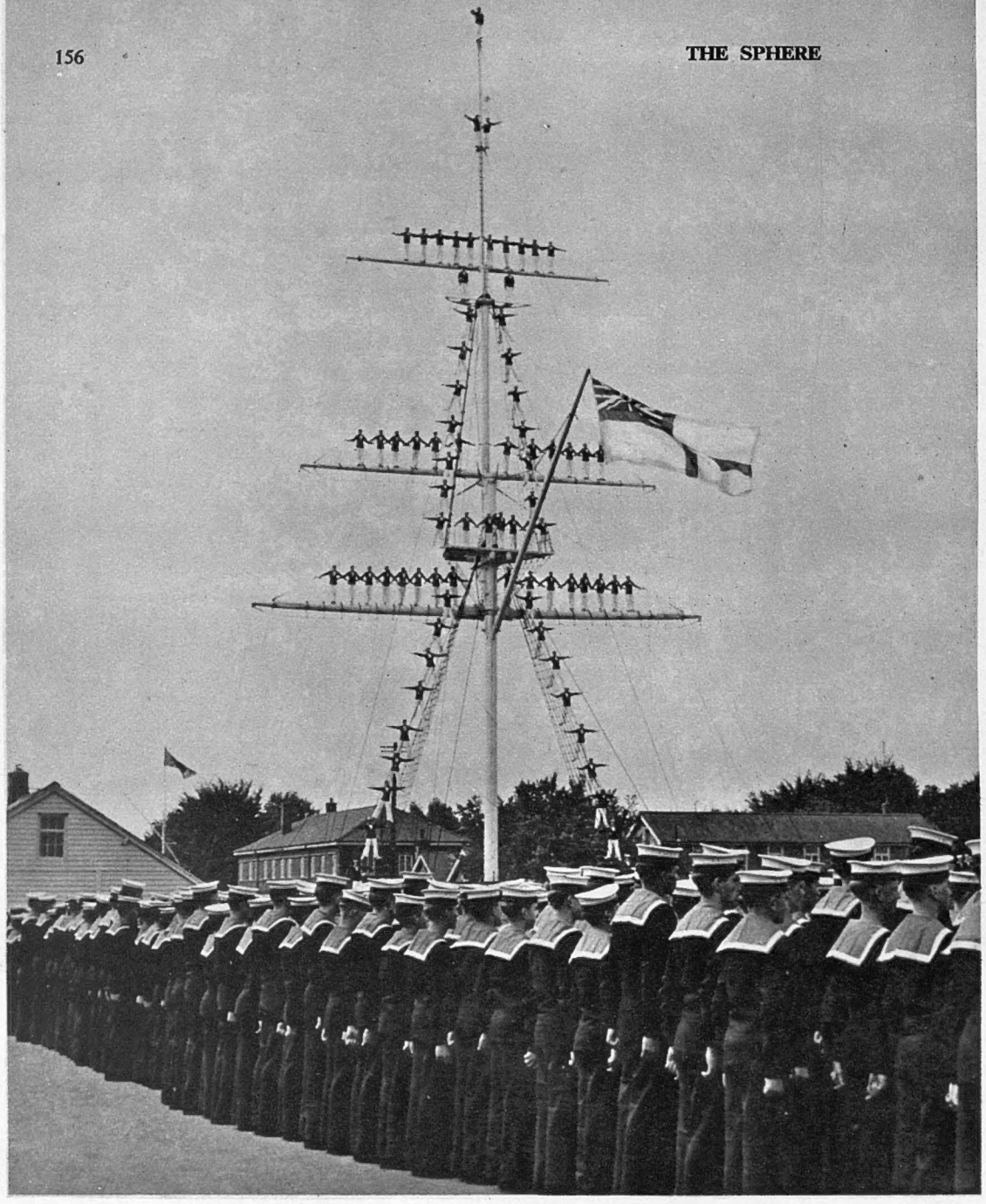
PROTEST IN WEST BERLIN

A BRITISH MILITARY OCCASION IN GERMANY

General Sir James Cassels, the Commander-in-Chief, B.A.O.R., inspects the Guard of Honour at Wetter, in the Ruhrland, before opening the new 23 Advanced Base Workshop, REME. It is the largest REME workshop in the world. Thousands of German civilians are employed in the workshop under the direction of the British servicemen

THE ALL-GERMAN EVANGELICAL CHURCH CONGRESS

Far right: A service is held in West Berlin during the tenth Congress of the All-German Evangelical Church. The Communist authorities banned meetings in East Berlin and were reported to have taken steps to prevent East German evangelicals attending their Congress



Ratings take part in the mast-manning ceremony at H.M.S. *Ganges* at Shotley, Suffolk, during the Queen's visit

ROYAL VISITS

During the Queen's eight-hour tour of the county of Suffolk last week, she visited H.M.S. *Ganges*, the Royal Navy's initial training establishment for junior ratings. There she saw the traditional mast-manning ceremony in which eighty juniors in white trousers, blue jumpers and white-topped caps swarmed up the yards and shrouds. At the very top stood the button boy, 142 ft. above the parade ground and perched on a wooden " button " 18 ins. in diameter. Afterwards he was presented by the Queen with the button boy's traditional perquisite—a plaque with a crown piece mounted on it. From *Ganges*, the Queen went to Ipswich to open the new Civic College. Other events in the Queen's tour included a tour of Suffolk agriculture, industries and fisheries at Stowmarket. At the end of her visit, the Queen re-embarked in the *Britannia* at Shotley.

Princess Alexandra last week opened the new bridge between Runcorn and Widnes over the Mersey. It is the largest bridge of its kind in Europe; the main span measures 1,082 ft. The only bridges with longer span arches are the Bayonne Bridge in New York State and the Sydney Harbour Bridge. It was estimated that on the first evening that the structure came into operation traffic poured over it at the rate of more than 1,000 vehicles an hour. (Courtenay Edwards writes about his visit to the bridge on page 184.)

Queen Elizabeth the Queen Mother visited Norfolk last weekend. As Commandant-in-Chief of the St. John Ambulance Brigade (Nursing Corps and Divisions), she reviewed units of the Brigade at Sennowe Park, Guist. Other members of the Royal Family who were travelling on official engagements last weekend included the Duke and Duchess of Gloucester. They flew to Germany, where the Duke of Gloucester presented a Guidon to the 13/18th Royal Hussars (Q.M.O.) at Fallingbostel.

At the new Civic College at Ipswich the Queen is with Sir Clavering Fison (left), chairman of the College Governors, and Mr. F. Metcalfe, the Principal

At H.M.S. *Ganges*, the Queen shakes hands with Junior Seaman Peter Helliwell. He was to have been " button boy " in the mast-manning ceremony, but injured an ankle in rehearsals

The high-level bridge between Runcorn and Widnes over the Mersey, opened by Princess Alexandra. It is flanked by the railway bridge (left) and the old transporter bridge

Princess Alexandra at Runcorn, Cheshire, during her visit to open the £3,000,000 bridge

The Duchess of Gloucester shakes hands with Colonel V. A. Dunkerly, Colonel of the 13/18th Hussars, at London Airport

The Queen Mother presents County Colours to the Norfolk branch, St. John Ambulance Brigade

JOHN CONNELL

CRISIS OVER THE COMMON MARKET

The doves sent out around the Commonwealth have come back to Mr. Macmillan with very little in their beaks except dust. There is no nation in the Commonwealth whose leaders are willing to give whole-hearted backing to the idea of Britain joining the European Common Market. From the oldest, staunchest of our kinsfolk and friends to the newly independent peoples, attitudes have varied only between extreme dismay and grave perturbation.

I have lately heard it said, with a complacency that angers and frightens me, " Oh, well, every Government runs into a bit of trouble in its second year in office," Mr. Macmillan's Government's bit of trouble consists of a serious economic and financial crisis, the Berlin affair and the dispute over the Common Market. To regard any one of these as a trivial matter is to take an unjustified risk; to try to thrust all three aside is to carry our contemporary besetting sin into a region of almost lunatic folly.

The advocates of Britain's entry into the European Common Market —and they are powerful and articulate—slur over the political implications. One such, a distinguished senior official in one of our great nationalised industries, argued with great force and lucidity across my dining-room table the other day, that " we must face the fact that the dear old Commonwealth stuff doesn't mean a thing nowadays, and the so-called Commonwealth ties simply don't pay." As he went on to point out that we must find markets and those markets only exist in Europe, I remained silent. I was not, I am afraid, thinking economically at all. I thought of Vimy Ridge, of Gallipoli and Tobruk, of the Fourth Indian Division from Keren to Cassino, of the New Zealanders in the Pass at Thermopylae, and of all the good men that are dead. My unspoken thoughts were bleak, and even if I had uttered them they would have cut no ice; my friend's logic was ruthless.

Mr. Macmillan is with Mr. Duncan Sandys outside Admiralty House. Mr. Sandys had just returned from his Commonwealth tour to discuss the position of Britain and the Common Market

On July 29, 1884, a meeting was held at the Westminster Palace Hotel in London to discuss the concept of Imperial Federation. In the chair, Mr. S. E. Forster said " There have been some—there may still be a few—who try to persuade themselves that we should be better off at home if we were left to ourselves, and who look forward with pleasure—perhaps I should hardly say with pleasure, but without pain—to Australians and Canadians and South Africans ceasing to be our fellow-countrymen. Well, to my mind that prospect is unbearable. It means, in my opinion, the weakening of England, the increased probability of war among Christian nations, and —I do not think the words too strong—the throwing back of the progress of civilisation. It is sometimes said that England would be richer if she could get rid of her colonial responsibilities. Well, I believe that, as a rule, the material interests of a nation are not best served by making their promotion the sole, or even the chief, aim. The result is national degradation, and with it the loss of power, and even the faculty of making money."

Are these words hopelessly old-fashioned fustian or are they directly relevant to our contemporary situation ? Some at least of those whom Forster named have ceased to be our fellow-countrymen, and what good has that done ? The danger now to the Commonwealth is greater and more urgent than it has ever been. On the economic point of access to markets, which Lord Plowden and Sir Geoffrey Crowther made last week as forcibly as my guest whom I have quoted, is it not true that, at present, we export £1,450 million worth of goods annually to the Commonwealth, as against £520 million worth to the Common Market nations ? Are there not 650 million people in the Commonwealth as against 170 million in the Common Market ? Even the economic pros and cons must, it seems to me, be thrashed out a great deal more thoroughly than has so far been attempted.

The political implications of joining the Common Market are vague, we are told (and by no less august authority than *The Times*, in its most magisterial manner). But they are not so vague that we can ignore the fact that to sign the Treaty of Rome is to sacrifice British sovereignty, in no small measure; and M. Debré has made clear his opinion that the Common Market is unworkable without the Treaty. Whether France wants Britain inside the Common Market, on any terms that would be acceptable either to ourselves or the Commonwealth, is highly debatable.

Lord Plowden and Sir Geoffrey Crowther have argued that with access to the Common Market we have the possibility of maintaining our high standard of living: without it, they say, the prospect before Britain is of being pushed increasingly into a backwater. They have conceded that in our backwater we shall continue to claim the respect that is due to the leader of the Commonwealth, but the title will be empty because we shall not earn our keep. But are they justified in ignoring the alternative, and are they justified in abandoning the hopes and aspirations which prompted the large-scale settlement of Canada, Australia and New Zealand—hopes which, in our time, have been fulfilled over and over again ? Are they justified in their reference to an empty title, and in posing their sardonic question, " What good did it do the Sultan of Turkey, in the end, to be Caliph of Islam? " If they believe that we are really going the way of the Ottoman Empire, would it not better befit both Lord Plowden and Sir Geoffrey Crowther if they were to say so outright?

This is a melancholy possibility which I, for one, do not yet admit. I do not believe we are so sunk in lust for material well-being and moral indolence. The day after *The Times* published Lord Plowden's and Sir Geoffrey Crowther's eloquent plea for entry into the Common Market, another correspondent enumerated what might, in his view, be the consequences, twenty years from now, of taking such a step.

They include: the effective government of this country by a European Parliament, in which we should have minority representation; the reduction of the monarchy to merely ornamental status, and perhaps its abolition; the dissolution of the Commonwealth, with Canada absorbed by the United States, and New Zealand and Australia gravitating the same way; the disappearance of the sterling area; the imposition of the metric system, and of left-hand driving in Britain.

At fifty-two I have seen many changes in the society in which I grew up. Perhaps by the time I am seventy-two—if I live that long—I shall have seen many more. But this seems to me a sombre list of most disagreeable contingencies; but I think there are many, in the Commonwealth as well as in Britain, who believe that they are the inevitable consequences of our taking the road to the Common Market.

A good deal of clarification of the conditions on which we are likely to take that road—if we take it—was afforded by the Bonn meeting last week of the Heads of Government of the Six. It was decided to go ahead with political unification, and the communiqué announcing this decision referred to the possibility of other countries joining, if they were " ready to take over in all spheres the same responsibilities and the same duties." These words, though guarded, can only mean that if Britain joins, she must participate fully in the process of political unification, and become a member of the United States of Europe.

It is by now perfectly obvious that membership on such terms would not be consistent with the retention of all our Commonwealth ties and obligations. Our political and constitutional life would be geared toward Strasbourg, not to the wide radial concept of the Commonwealth. Even for the advantage of going over to the metric system, is so profound a change in our national outlook and behaviour really desirable ?

Until recently we used, without apology, the word Empire. This has now disappeared from our vocabulary, having been condemned as much more indecent than the words used, in moments of passion, by Lady Chatterley's gamekeeper. However, I hope that before it is too late the British Government and people—heedful of the great Lord Rosebery's warning that " empires, and especially great empires, when they crumble at all, are apt to crumble exceedingly small "—will ponder long, deeply and arduously on an irrevocable break with the past, and the consequent final forgetfulness of all that made us great.

The unveiling ceremony in the Victoria Embankment Gardens of the memorial to Lord Trenchard (1873-1956), first Chief of Air Staff and first Marshal of the Royal Air Force, is seen from the balcony of the Air Ministry. Mr. Macmillan is about to pull the cords to remove the Union Jacks draping the statue. **Below:** The flags fall away to reveal the bronze statue. Dedicated by the Archbishop of Canterbury, the figure is slightly over life size and shows Lord Trenchard in R.A.F. uniform. It is the work of Mr. William McMillan. Four plaques at the base show the range of Lord Trenchard's career; they are of The Royal Scots Fusiliers, the West African Frontier Force, the Metropolitan Police and the R.A.F. Lord Trenchard was the creator of the R.A.F. and a Commissioner of the Metropolitan Police who carried out a number of reforms, including setting up the police college at Hendon

FATHER OF THE ROYAL AIR FORCE

The travelling mace presented last week to the Lord Mayor of London, Sir Bernard Waley-Cohen, and which will be used on the Lord Mayor's visit to Australia, New Zealand and the Far East which begins this week. The mace has been made in three sections which can be taken apart. **Right:** The heads of the old and new maces. The old head bears the Royal Arms and Cypher of George II and the new head that of Elizabeth II

The altar of the restored church of St. Matthew, Bethnal Green, with an African hardwood screen behind, is decorated with painted panels of the Twelve Apostles. The church, built in 1746 and badly damaged in the Second World War, was reconsecrated by the Bishop of London, Dr. H. C. Montgomery Campbell a fortnight ago. This was one of his last engagements before his retirement on July 31. He is being succeeded in the See of London by Dr. Robert Stopford, who has been the Bishop of Peterborough since 1956

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

TIME WILL SHOW. The Government granted us a full fortnight for flesh-creeping before they announced the measures of common sacrifice which are to pull our economy out of the red. Whether these measures succeed or no depends, I suppose, very largely on the Government's resolution and courage in the face of bitter opposition and active resistance. As in the Suez adventure, Tory Governments have been known to bow to adverse criticism and leave a job less than half done. The pollsters used that fortnight to cross-section public opinion again, and they found that (since any Government which this country may have, is broadly socialist) the personalities of political leaders is to-day a clearer index of party swings than are party policies; and, it seems, Mr. Macmillan has lost and Mr. Gaitskell won in public esteem. As a Liberal, observing from the ringside the antics of the two main parties, I venture a suggestion to account for this swing. In a society very touchy about privilege, social justice must not only be done but must be seen to be done. And perhaps Tory newspapers have done ill-service to the Premier in lime-lighting disproportionately such minor actions as a Tory Premier may be expected to take in support of our ancient traditions, the Establishment and the "Management." Mr. Gaitskell no doubt has scored some personal runs; Mr. Macmillan has certainly been batting on a sticky wicket. But if we had heard less about the many new hereditary titles he has recommended and his measures to encourage tycoons to greater efforts, and a good deal more about his labours in the international field and his sympathy with the lot of the least affluent in his affluent society, I daresay he would still run neck and neck with Mr. Gaitskell in popular favour. With resolution—and a little bit of luck—perhaps by autumn he will be on level terms again with his rival.

A MISSING NICETY. When, in petulance, we decry our own country and doubt whether the British way of life is wholly admirable, we are sometimes shamed by the enthusiasm of overseas visitors. Thus, an American lady writing to *The Times*, glorifying our wonderful country, assured us that she has heard but one criticism of Great Britain from every tourist: "Why cannot our tea-rooms, snack bars and restaurants provide paper napkins for their patrons?" Our lovely country, from which all travellers return filled with richness of mind but with stained trousers and frocks, could surely afford the nicety of paper napkins, the one thing needful to make our country perfect (and, I fear, increase our litter curse). Napkins are nice, paper napkins particularly nice. We Britons should be ashamed of ourselves. The most loyal among us can but concede: "Britain for all thy faults I love thee still," while American tourists, to a man or woman, love and admire us unquestioning and wholly, save for one little forgotten nicety. That nicety we can and must provide or else delete from our menus cream cakes and jammy trifles. After all, I presume we *have* removed an earlier American criticism, the lack of provision of iced water, since that is no longer mentioned. When Wellington had thrashed Bonaparte, he kept on saying to Creevey that Waterloo was a "very nice thing." The battle of tourism is no less. It can and must be won.

WATER GALORE. We had a long drought up to July 12. Lawns still look like burned toast, clay soils are as adamant and green leaves wilt and fall, and in many a garden, only the use of the hose has kept our houses modestly supplied with "veg." What a comfort, then, to hear from the British

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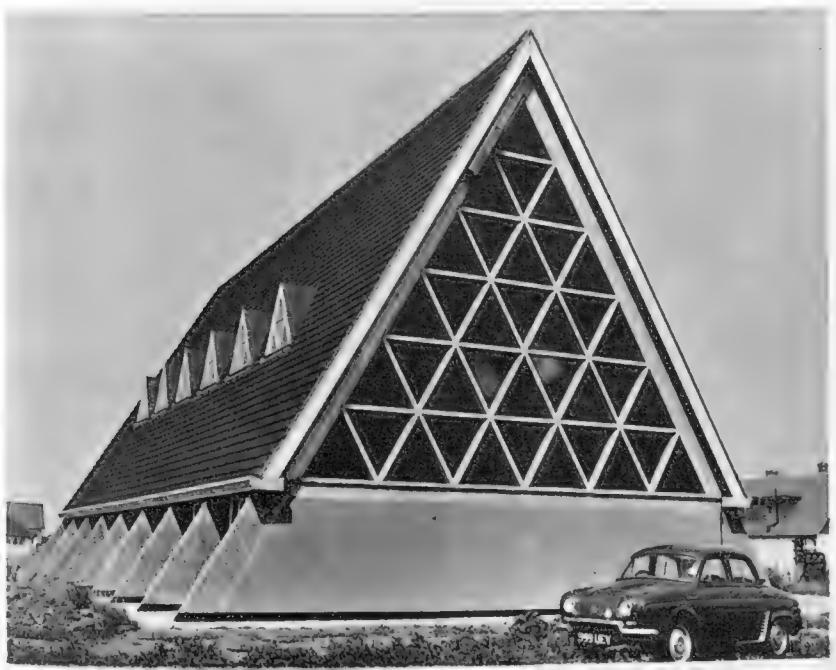
Coastal vessels pass along the Exeter ship canal which joins the mouth of the river Exe with the city of Exeter, Devon. Legend has it that, in the thirteenth century, the Countess of Devon, offended by the citizens of Exeter, caused rocks to be thrown into the bed of the Exe. This necessitated the cutting of the canal two centuries later

Waterworks Association that the hose, unlike the cosh or the sheath knife, is not an anti-social weapon. We remember that we did enjoy a nice drop of rain last year, and as result, according to the B.W.A., our water reserves are still ample. It is only the more limited capabilities of the pipelines that prevent everybody using all they would like to use. Only in Cornwall and Monmouthshire have supplies been curtailed. Only in parts of Nottingham and East Anglia has pipeline deficiency caused restriction. And every year, drought or no, the picture of ample water improves. Even in south Essex garden-hoses are not taboo. With a clean conscience, I shall water my aspidistra, and even prepare a blueprint for a lily pond. In point of fact, perpetual water flows 2 ft. under the surface where I live. On the short view, at any rate, I prefer a dry summer, helped along with chlorinated water, to a summer like the last, too long supplied with God's refreshing rain. I hope what is left of our summer will soon resume its faith in the adequacy of our water reserves.

WHALES AND PORTENTS. A whale (a lesser Rorqual) weighing a ton, and quite possibly a killer, was found last week, gasping on the bank opposite Kew Gardens. A most unusual, if not unique, occurrence. A nightingale in Berkeley Square would be regarded as less unusual. If a lioness should whelp in Piccadilly during the one-way traffic experimental period, we can be certain that two portents like these foretell some fearful historical event. Not the murder of any of our Cæsars. They are all said to be doing their best at the organ. But there are any amount of possible unpleasantnesses from which the superstitious can make choice, here at home or overseas. It 's a whale of a portent and the damn thing showed no early sign of returning to sea. Signs and portents are seen all over the place. In February 1797 Lord Cawdor hurried from Stackpole at the head of the Castle Martin Yeomanry to repel the invasion of that delectable territory by Tate and his 2,000 Paris convicts. Is history repeating itself? Shall we see the local levies once more under arms to resist invasion of its now ruined farms by foreign forces again? Let us hope not, but scares are in the air as they were in 1797.



The church of St. Nicholas, at Canvey Island, in Essex. The triangular-shaped structure rests on pre-cast concrete supports and has a tall, sharply-defined roof. It is to be consecrated at the end of the year by the Bishop of Chelmsford, the Right Rev. S. F. Allison

DICE LOADED AGAINST THE CAR DRIVER. In the days when I was a magistrate, I often felt and said that the police were too ready to assume that because an accident had occurred, someone was to blame. In the state of our roads and traffic that conclusion did not always and does not follow. Many accidents on the road involve blame to no one, unless to the victim. Prosecutions in cases of death following accidents seldom, of course, came our petty-sessional way as a court of first instance; but I was glad to read that at Hampshire Assizes the other day Mr. Justice Stevenson strongly condemned the launching of prosecutions merely because a death had occurred without more careful investigation by the authorities as to whether the death was due to dangerous driving. In the case in question, the defendant was acquitted on the charge as brought, albeit it was accepted that his driving was not altogether free from blame on the score of good manners.

THE OLD STAGER

Danny Kaye in his dual role in the film—as General Sir Lawrence Mackenzie-Smith and Private Ernest Williams. Looking on are, left, Colonel Houston (Gregory Walcott) and Colonel Somerset (Wilfrid Hyde White)

Lady Vivian (Margaret Rutherford)

Sergeant Stanhope (Diana Dors) and the "General"

ENTERTAINMENT

ON THE DOUBLE

at the Plaza Theatre

Danny Kaye's new film, marking a welcome return to the form of his earlier comedies, affords him many opportunities to display his talents both as a comic and a mimic. Set in London and Berlin in 1944, the plot concerns the impersonation of an important British military figure, General Mackenzie-Smith by an American G.I., Private Ernest Williams. Unwillingly Private Williams is coerced into this task since German espionage agents want to kill the General. He survives a number of ingenious assassination attempts, the attentions of his driver, played by Diana Dors, and a regimental party roused to furious action by the General's aunt, played by Margaret Rutherford. Others in the cast include Dana Wynter as the General's wife, unloved by him, but adored by his stand-in, Private Williams, and Wilfrid Hyde White as a British Intelligence officer. Made in Technicolor and Panavision, *On the Double* is a Dena-Capri production, directed by Melville Shavelson and released by Paramount.

In endeavouring to escape from the Germans, the imitation General Mackenzie-Smith rapidly adopts a number of disguises, ending up as a German flying officer

While pretending to be General Mackenzie-Smith, Private Williams becomes mixed up in a sword dance as he entertains the officers of a Scottish regiment

The "General" is slapped on the back by a hearty Russian, General Zlinkov (Ben Astar)

Lady Margaret (Dana Wynter) and Danny Kaye

THE VOICE OF THE COMMON

AUSTRALIA

Australia is now moving rapidly into the aluminium age with two major combines in the field to develop its vast, untapped resources of bauxite. The Comalco venture, launched earlier this year by the Consolidated Zinc Corporation and America's Kaiser Aluminium and Chemical Corporation to develop the Weipa bauxite deposits in North Queensland, has been followed by the formation of Alcoa of Australia Pty. Ltd. The new company, formed by the Aluminium Company of America in conjunction with three Australian companies, plans to spend an estimated £A45,000,000 on an integrated aluminium mining, smelting and fabricating industry in Western Australia and Victoria. The company recently announced plans to raise about £A30,000,000 of this amount in fixed interest loans.

Alcoa of Australia will be owned 51 per cent. by Alcoa of the United States and 49 per cent. by the three Australian partners—Western Mining Corporation Ltd., Broken Hill South Ltd., and North Broken Hill Ltd. The bauxite will be mined in the Darling Ranges, east of Perth, Western Australia, and refined at Kwinana, near Fremantle. A smelter and fabricating plant are to be built at Point Henry, near the industrial city of Geelong, Victoria. This will mean that the alumina oxide will have to be brought 1,700 miles from Western Australia. The smelter and fabricating plants are expected to be operating by 1964 and are expected to have an annual production rate of about 40,000 long tons.

The Darling Range bauxite deposits are distributed over an area 200 miles long and 25 miles wide. Bauxite will be mined by open cut and the first area to be worked is at Jarrahdale, which is about 30 miles from the projected alumina refinery at Kwinana. The electrolytic process of aluminium smelting requires very large amounts of cheap power. A steam-generated power plant will be erected based on large deposits of brown coal in Southern Victoria. The power station will consume about 1,000,000 tons of coal a year.

The £A125,000,000 Comalco project involves mining the bauxite deposits at Weipa and establishing processing plants in Queensland and New Zealand. The company is to extend the capacity of Australia's existing aluminium smelter at Bell Bay, Tasmania, to at least 28,000 tons a year. An alumina plant will be built in Queensland, and in New Zealand the company will establish a smelter with a capacity of 120,000 tons a year at Invercargill. Work has already started on dredging an eight-mile access channel for shipping at Weipa.

The new projects will greatly expand Australia's present production of aluminium, which in 1959-60 amounted to 11,482 tons, less than a third of Australia's consumption of about 40,000 tons. At present there is a strong and rising demand for aluminium in Australia and this is likely to continue. The greatest single industrial use for aluminium in Australia is for building and construction work, mainly in the form of extruded and rolled products. Next in importance is the metal's place in the manufacture of wire, particularly steel-cored aluminium cable for the transmission of electricity. The transport industry is the third largest user, mainly of aluminium ingot for cast items used by the automotive trade. Apart from satisfying this rising domestic demand, the two new ventures are expected to develop important export markets for bauxite, alumina, aluminium ingot and semi-fabricated products.

Sir Richard Turnbull, Governor of Tanganyika, escorted by Lieutenant Singh, of the Indian Navy, inspects the guard of honour on board the Indian cruiser *Mysore*, at Dar-es-Salaam. The flagship of the Indian Navy had arrived on a seven-day goodwill visit

PAKISTAN

Field Marshal Ayub Khan arrives at London Airport on his way back from the United States to Pakistan

When Field Marshal Mohammad Ayub Khan, President of Pakistan, received, last March, an invitation to pay a State visit to the United States of America, it was decided that he would make the trip in November. About a month back the time of his visit was advanced by nearly four months. No reasons were officially given for this change of date, but it became known that it had been made at America's instance to clear the air. This seemed necessary in view of the resentment in Pakistan against certain American policies.

Several factors and incidents had combined to produce in Pakistan a mood of bitterness and disenchantment. Apart from the anxious wooing of India, which seemed to be an important plank in the brave new programme of the Kennedy Administration, Pakistan could not help comparing the almost grudging and cavalier response at the Consortium meeting on Pakistan in June, with the solicitous alacrity shown by the same Consortium a month earlier when considering India's needs under the Third Five-Year Plan.

Then, the news leaked out that America was contemplating military aid to India, and to make this possible a suitable amendment of the Mutual Security Act was being sought. All this caused misgivings in Pakistan and put Pakistani leaders on the spot. The question was on everyone's lips: what price membership of pacts? If neutralism secures greater advantages than membership of pacts, what justifies remaining in them? Though the people of Pakistan are as stout-hearted as any the U-2 incident of last year brought home to them dramatically the odium to which they exposed themselves by being in the pacts.

This was the background. From all visible signs the visit itself seems to have been a thundering success. Whether it fulfils all the expectations it raised only time will show. State visits of this kind can be assessed on the basis of three things: (1) the pomp and pageantry which necessarily attend them; (2) public addresses; (3) high-level private talks. President Ayub Khan received his due share of public welcome. Washington is quite blasé as capitals go, but on some occasions crowds are thicker than on others, and in their cumulative effect some visits leave a less ephemeral impression than others. President Ayub Khan seems to have received convincingly better than average public curiosity and interest.

His programme included four public addresses: to the United States Congress, the National Press Club in Washington, the Texas Congress and the Far East-American Council of Trade and Industry, and a private address to the Council on Foreign Relations. Among these the address to the Joint Session of the U.S. Congress hit the headlines all over the world. Before his address, a newspaper speculated about the Congress reaction to it, because, it said, President Ayub's diplomatic technique has the subtlety of a cavalry charge. Congress was delighted with his forthrightness and the encomiums that followed must be familiar to all newspaper-readers.

A Washington newspaper wrote on his departure that " for three days that President Ayub Khan was here it was as though there were a tiger in the village. . . . His presence here was both stimulating and nerve-racking, nobody knew what he was going to say next. With his untrammelled expression the bluff leader wrought havoc among three big local industries—ghost-writing, public relations and diplomatic chit-chat."

As for the high-level private talks, which usually are, and certainly were in this case, the most important object of the visit, the only clue to them was the joint communiqué issued on their conclusion. President Ayub Khan, from the answers which he gave to direct questions asked by journalists, did not seem unsatisfied with the outcome of the talks. There was no specific issue to be solved; so no cut-and-dried decision could have been arrived at. All friendships have to be a two-way street. If President Kennedy and President Ayub Khan have satisfied each other that both are interested in U.S.-Pakistan friendship, particularly that the United States values the friendship for its own sake and does not merely suffer it as a hangover from the previous Administration, which it would not be good international etiquette to repudiate, the main object of the visit would seem to have been achieved.

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

WEALTH

Major developments in the Australian aluminium industry; President Ayub Khan's impact on Washington; the need for "Greater Malaysia"

MALAYA

Speaking at the Kuala Lumpur Rotary Club Fellowship dinner earlier this month, Tunku Abdul Rahman, the Prime Minister of Malaya, referred to his proposal for "Greater Malaysia," that is, a closer association between the Federation of Malaya and the Borneo territories and Singapore. He said he had recently visited Borneo and talked about this matter. He found some who did not feel that Borneo was yet ready to join the Federation. But there were many others who felt they could, with advantage, become a member state. The Tunku went on: "I stressed that it would be to the mutual advantage of both the United Kingdom and Malaya and the territories concerned if these States could be brought into the Federation as soon as possible, because there are elements which are working hard to prevent it. One of the biggest elements are the Communists, who feel that once these territories join the Federation they will have less reason to attack the United Kingdom for allegedly being imperialistic in this part of the world, while they also fear that if these territories join the Federation more territories would be added to those opposed to Communism. Should these territories join the Federation they will have no grounds for making insinuations against Malaya as these territories will be members of the Federation of Malaya."

The Prime Minister next spoke of the close linguistic and other ties which bind Malaya and the Borneo territories. They also have the same pattern of administration, a common currency and similar economic interests. "I personally," he declared, "see no difficulty in bringing the territories of Borneo into the Federation, and I firmly believe that the sooner it is achieved the better it will be for all of us."

The argument that the territories were not yet ready for independence was the same as that put forward regarding Malaya before she achieved independence. "But as the saying goes, 'there is no better proof of the pudding than in the eating.' Now that we are independent there is no mention any more of our unreadiness, and the same will be true of the Borneo territories should they become part of the Federation." As an integral part of the Federation, the territories would have the benefit of Malaya's experience in administration and of Malayan finance to help in their development.

Turning to the question of Singapore, the Tunku said: "Singapore is, of course, more mature politically and is well able to stand on her own feet, and before she is brought into the Greater Malaysia, details will have to be discussed between the statesmen of Singapore and the Federation as to how best it can be achieved, and in what form.

"Incidentally I should like to point out that I have never referred to this association of the Federation with the territories concerned as Mighty Malaysia—that, I 'm afraid, is a newspaper slant. While it may sound very nice indeed, it may convey a false impression that I am after territorial aggrandisement. The total Borneo and Malayan area in such an association of States would be 150,000 square miles, but as far as population is concerned, it will bring in only an addition of 900,000 people. So it is not a Mighty Malaysia I have in mind but a Happy Malaysia."

Corporal Lorenza Best, of the Barbados Harbour Police Force, is introduced to Queen Elizabeth the Queen Mother at the Commonwealth Conference of the Royal Life Saving Society in London. **Left:** The Corporal with the pigeons in Trafalgar Square

Below: At the annual meeting in London of the Royal Commonwealth Society for the Blind Princess Alexandra, the President, is presented with a bouquet by Miss Rita Kalpage, of Ceylon. Miss Kalpage is at present taking the Society's course in welfare administration for the blind

Chief E. A. A. Fadayiro, the Western Nigerian Minister of Information, is with Mr. H. A. Marquand (on right), M.P. for Middlesbrough, and Mr. Humphrey Berkeley, M.P. for Lancaster, on the terrace of the Houses of Parliament at Westminster. Chief Fadayiro was on a visit to Britain to study television facilities. He was to sail to the U.S. this week to tour television centres there

The view is from the top of the concrete tower, 387 ft. tall, of Vickers House, which is under construction by the Thames at Millbank, in London. Spanning the river are, from foregro

FOCUS ON LONDON

Swan-Uppers set out from Westminster Pier for the annual marking of the swans

Below: The ketch *Larapinta* and the 700-ton yacht *Radiant II* in London Docks

The *Monte Umbe* from Spain is berthed above Tower Bridge

Lambeth, Westminster, Charing Cross and Waterloo Bridges. Behind County Hall, between Westminster and Charing Cross Bridges, is the new Shell building

Lord Knollys, the chairman of Vickers Ltd., last week performed the topping-out on the tower of Vickers House. The ceremony symbolised the completion of the main structure of the concrete building, the tallest of its kind in London. Those present with Lord Knollys had a view of London from a height of 387 ft. Looking downstream along the Thames, there are many new aspects of London in 1961. But the traditional takes pride of place. On the Westminster side, the Houses of Parliament and Westminster Abbey still dominate the scene. Between them Whitehall remains for the most part flanked by buildings which testify to the solid worth of British policy.

On the other side of the Thames Lambeth Palace, the London residence of the Archbishop of Canterbury, near the end of Lambeth Bridge, was begun by Archbishop Langton (1207-29). Next along the embankment is St. Thomas's Hospital, which is one of the world's most famous medical teaching schools. The present buildings, which are to be rebuilt, date from 1868. Anyone looking at a panorama of London seeks St. Paul's dome. This can be seen in the right, background, beyond the Shell building.

On the Thames, the representatives of the Crown and the Dyers' and Vintners' Companies set out last week on the annual ceremony of claiming their ownerships of the swans on the upper river. The Royal Yacht arrived to embark the Queen for her visit to East Anglia. In St. Catherine's Dock, *Radiant II*, belonging to the shipowner, Mr. Mavroleon, prepared for her maiden voyage.

The Royal Yacht *Britannia* passes stern-first under Tower Bridge to arrive at Tower Pier. The Queen sailed in the ship to visit Suffolk last week

BRIAN VESEY-FITZGERALD

WALKS ALONG THE ROMAN WALL

Her sentries pass on—that is all,
And we gather behind them in hordes,
And plot to reconquer the Wall,
With only our tongues for our swords.

Kipling knew not only the reason for the Roman Wall but the fears that must constantly have been in the hearts of the men who manned it. Even to-day, standing anywhere in the neighbourhood of Housesteads, it is easy enough to understand the reason for the Wall. Look to the southward, and you will see a few clumps of trees, some fields, here and there a small cluster of houses, and a good road. Look to the northward, and you will see nothing but moorland, miles and miles of lonely moorland, which are barren and relentlessly inhospitable.

The Wall was not just the frontier of Roman Britain, nor merely, though this was its prime objective, a fortification against the Picts. It marked the boundary between country which could (if only just) be lived in and country which could not. It was the boundary wall of civilisation. Beyond lay the unknown, filled with nameless fears: beyond, nothing but the ceaseless, menacing, wind and the swirling grey mists which concealed the gods alone knew what mysterious dangers.

What it is impossible to understand to-day, for none of us has the imagination and insight of Kipling, is the life of the Wall. But Kipling shows us, in the Parnasius stories in *Puck of Pook's Hill*, not only the menace of the land beyond the Wall, but the life and bustle of the Wall itself, its towers, barracks, bath-houses, temples and shops. "A thin town eighty miles long," he called it. Eight thousand troops lived here, and, though they were strung out in a succession of forts, varying in size from three to eight or nine acres—a succession of small villages, if you like—the gaps between being constantly patrolled by sentries, they formed one whole, an entity. "A thin town" is not at all a bad description.

The only important lengths of the Wall standing to-day lie between Chollerford and Brampton, in Cumberland, though the Vallum is still visible throughout the greater part of its course. The eastern end of the Wall, for some 25 miles from Newcastle, was deliberately destroyed in the eighteenth century to facilitate the construction of General Wade's new road. This is now commonly known as the Military Road, and many of the locals are firmly of the belief that it is a Roman road.

On my last visit, only a week or two ago, an old man pointed out to me—for I had been so rash as to question the belief—that the Romans could not have built the Wall if they had not first built the road to take the stuff along. So easily does time distort history!

A stretch of Hadrian's Wall, passing through a "bare, wild grandeur of scenery"

This centre section of the Wall, much of it topping a succession of basaltic crags, is best explored on foot. Many years ago I walked the length of the Wall from Stanwix almost to Newcastle. For some way west of Housesteads it is so well preserved that you can walk along the top as it climbs up and down over the hills, and here there is a bare, wild grandeur of scenery that is exciting; elsewhere there are stretches where it is no more than a green dyke, and these give you something of the feeling of walking a country lane. I remember it well and how pleasant it was.

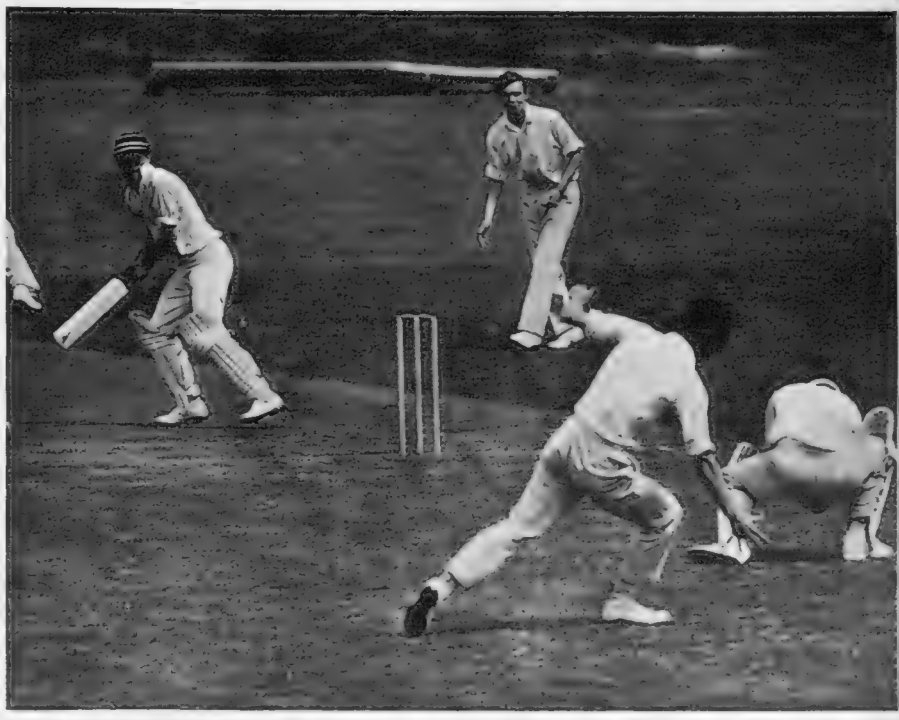
But I also remember how disappointed I was in the Wall itself. One hears so much about it that one expects to see something much bigger, more massive; the reality disappoints. One forgets, or does not realise, that both the Wall and the forts have served as a convenient and easily-worked quarry for the local population for centuries: the local tribesmen were probably picking away here and there long before the last Roman soldier departed. Many stones, some of them inscribed, have been built into the houses and walls of the neighbourhood with the result that the forts usually show little more than their foundations and the Wall, where it has not disappeared altogether, has been reduced to a height of 5 ft. or so. It is disappointing: but it still makes a good walk.

But nothing like so good a walk as you can get almost anywhere in the country beyond it, up towards the Scottish border. Northumberland is a county of moorland. Despite Tyneside, it is the most sparsely-populated of English counties, and the country towards the border has really altered very little since Roman times. The Cheviot Hills (the correct pronunciation, by the way, is Cheeveot) in particular provide delights for the energetic and determined walker which he can get nowhere else in England or—how I hate to say it—Wales. The Cheviots rise to 2,600 ft., but they never do so suddenly. They are, essentially, quiet and peaceful hills. They have no well-defined ridges, no precipitous flanks, nothing of the dramatic quality that you find in Snowdonia or the Lake District or parts of the Scottish Highlands. There are no set walks, no mapped routes, as there are in the Lake District, where the mountains determine the route you must take. In Cheviot you can pick your own route up to any one of the rounded summits; for example, the summit of Cheviot itself can be approached by at least half a dozen routes.

There are no landmarks on Cheviot. You see an outcrop of rock or a hump, and walk towards it; and walk and walk. At the end of two hours it seems to be just as far away. The chief feature of the Cheviots is the relentlessly receding horizon. This impresses upon the walker a feeling of utter loneliness. It is not just a matter of seeing nobody all day long, even in the height of summer; it is, much more, the overpowering sense of space. Cheviot itself is the most remote of English hills. But the climb, which is not difficult, but long and tiring, is well worth while. The top is a vast plateau covered by a waste of peat hags; difficult walking in dry weather; impossible in wet. Perhaps this is why I have never yet seen anyone else on the top of Cheviot!

The great attraction of Northumberland, and perhaps particularly of the Cheviots, is that it is not only beautiful (if you like really wide open spaces), but that it is virtually unexplored. The walker must do his own exploring, make his own routes. This is not picture-postcard country, not guide-book country. There are no famous beauty-spots; certainly none that are nationally famous. I read once that you could learn the famous beauty spots of Britain by studying the names of houses in the suburbs of large cities and in seaside resorts such as Torquay or Bournemouth. I think that that is true: certainly I have seen many Grasmeres, Honisters, Windermeres, Beaumarises. But I cannot recall ever seeing Cheviot or indeed any other Northumbrian name as a house-name in the south. It is a pity really. "Bloody Bush Edge" would liven up Wimbledon quite a bit.

J. S. Hares (Bloxham), attempting to hook, is bowled by J. T. Waters for 7



R. W. Lilwall (Bloxham) edges a ball past the Solihull wicketkeeper, R. N. Creed

I. S. Jones (Solihull) turns the ball for 4. He was l.b.w. for 6 to R. W. Lilwall

Right: R. J. Strickland, No. 2 for Solihull, drives during his innings of 31

Below: The Solihull eleven go out at the start of their match at Bloxham

PUBLIC SCHOOLS CRICKET

BLOXHAM

V.

SOLIHULL

Bloxham School defeated Solihull School by 22 runs on July 1 at Bloxham. The game was closely contested and Bloxham's victory was due mainly to their good fielding when the match was in the balance. The hosts batted first and were soon in difficulties against the bowling of Solihull's captain, J. T. Waters, who claimed four of the first five wickets for 16 runs. At this point the scoreboard showed 52 for 5. A cautious innings by D. M. Scott, 33, supported by his captain, D. E. Hawes, 20, improved the position for Bloxham, who were all out for 145, P. J. Harvey having made 21 and R. W. Lilwall 15. Waters took 5 for 28, R. I. Gold 3 for 49.

Solihull began confidently and by tea were 49 for 1. Immediately after the interval, R. J. Strickland was caught off Braithwaite for 31. Then wickets fell rapidly, Hawes being mainly responsible for Solihull's collapse. R. A. Bevan, No. 8 for Solihull, and Gold, No. 10, held up the finish for some time with scores of 11 and 13 respectively. But all hope of a victory for Solihull was dispelled when P. R. Braithwaite, the opening bowler, was recalled. He and Hawes finished off the Solihull innings. Hawes took 4 for 18, Braithwaite 3 for 29, P. J. Atkinson 1 for 12 and Lilwall 2 for 48.

Bloxham take their turn in the field

GABOR DENES

YACHTING

Racing during Cowes Week last year. In the foreground is *Moonlight II*

Cowes Week, which starts on Saturday July 29, is extended by two full days of racing simply because of the vagaries of the calendar. In most years the Bank Holiday Monday falls on the third day of the " Week," but this year it is the tenth day instead, so the usual eight-day programme had to be supplemented by two further days, a Sunday and Monday. The two extra days are taken by the Royal Corinthian Yacht Club, which, being the most junior club at Cowes, has no traditional day to itself in the normal Regatta programme. I understand that the two days will be well filled with entries. This is not altogether surprising, as instead of the usual complete exodus which empties Cowes with one fell swoop on the second Saturday, most people will want to stay on for the Bank Holiday week-end.

For the rest of the Week entries are slightly up on last year, but, considering that this is a Fastnet year, not to a remarkable extent. Sandwiched between the R.O.R.C.'s Channel race, starting on Friday (July 28), and the Fastnet, starting on Friday, August 5, the main part of Cowes Week attracts a large entry of ocean racers, including a number of foreign ones. Their crews will have a strenuous time if they are going to take part in everything. This is one of the reasons why the Royal Yacht Squadron is not setting a course round the Isle of Wight for the Britannia Cup or the New York Yacht Club Cup. There are about forty entries for these two races for the largest yachts, which include the fifteen ocean-racers taking part in the contest for the Admiral's Cup. I have already listed the four visiting teams from France, Holland, Sweden and U.S.A. in these notes published on June 24.

The defending British team (which had not been announced at the time) consists of *Griffin II*, the R.O.R.C. yacht, probably sailed by Gerald Potter; *Myth of Malham* (Captain J. H. Illingworth, R.N., and Peter Green), and *Quiver III* (S. H. R. Clarke). Points gained in four races count for this trophy: the Channel Race, the Britannia Cup, the New York Y.C. Cup and the Fastnet. British teams have defended the biennial Admiral's Cup twice so far, in 1957 against America, and in 1959 against Holland and France. This year the challenging forces are more powerful than on the previous occasions. In addition to the Admiral's Cup and Fastnet entries several other foreign competitors are expected for Cowes Week from Germany and Holland as well as five or six Belgian yachts, led by Dr. Etienne's *Clyde* of the Royal Belgian S.C.

The Royal Yacht Squadron are making a change in their division of classes this year. While the large class remained limited by 30 to 60 ft. waterline length, the smaller yachts between 19 ft. and 30 ft. rating are to be split into two divisions, of 19-24 ft. and 24-30 ft. rating. The Dragon Class will be well represented. In addition to the local fleet, six French boats are expected and several from the other British ports. The French visitors are no doubt attracted by the event for the Etienne de Ganay Cup which starts immediately after Cowes Week, on August 8. Teams of three boats will have races until one of them has won three races. The British team consists of *Vara* (Sir Gordon Smith), *Venture* (Colonel T. V. Somers) and *Nautic* (W. D. Citron). The Royal Patron of yachting, the Duke of Edinburgh, is expected to spend longer at Cowes this year than he has been able to recently. He is arriving on July 31 and leaving on August 5, and his presence at the sailing festival will greatly enhance the pleasure of the many participants.

British yachts chosen to form the defending team for the Admiral's Cup—**left :** *Griffin II*, and **right :** *Myth of Malham*. The third yacht chosen is *Quiver III*

Looking out over the clubhouse and Sham Castle (left) towards the hills encircling Bath

BRITAIN'S GREAT GOLF CLUBS

BATH

Set 650 ft. up on one of the hills surrounding Bath, and only just over a mile from the city centre, the golf course includes one of the most endearing of the follies of the city. Sham Castle, a hollow façade, was built to provide a view of a castle for Ralph Allen, who inspired the architects of eighteenth-century Bath. From the gently rolling downland, on which the course is set, are views over Bath and its encircling wooded hills. By comparison with Sham Castle, the golf course is young, but in terms of golf it is old, for it was founded as long ago as 1880. Originally the club played on Kingsdown Common, moving in 1882 to Hampton Down, its present home. There were difficulties owing to the luxuriant growth of grass and accordingly an agreement was made with a local farmer to cut the greens and scatter salt to attract cattle. For this work he asked £3. A note in the original minute book says, " but the treasurer, always generous with other people's money, paid him £4." The club flourished, and after some years an eighteen-hole course was constructed, laid out originally by Tom Dunn, but improved over the years. It is 6,153 yards long, S.S.S. 71. Water is laid to all the greens.

Studying the Club's original minute book, which dates from 1880, are, seated, Commander J. B. Reed, the honorary secretary; and Major G. E. Longrigg, the president; and, standing, Mr. P. H. Tyley, the honorary treasurer; and Mr. G. H. J. Holland, the captain

The professional, Edward Beecham, gives instruction to Mr. E. A. Rudd

Next in the series will be the Royal Lytham and St. Annes Golf Club in the issue of August 5.

From left are Colonel R. M. S. Baynes, Captain R. C. Bush, Mr. J. C. B. Drake and Mr. T. Roberts-Taylor. **Left:** Mr. Beecham drives off from the 1st tee, watched by, from left, Mr. E. A. Rudd, Mr. N. Matthews and Mr. P. Capel

TRAVEL

WHERE TO GO IN AUTUMN

By **GORDON COOPER**

Each year I stress the delights of a holiday in autumn, when climatic conditions are usually delightful, sightseeing a pleasure, and the resorts and hotels much less crowded than during the High Summer Season. Earlier this month I described the superb "autumn colours" (*Ruska*) to be seen in Finnish Lapland. Of a similar kind are the attractions in natural scenery to be found in Norway's Telemark, that district in the southern part of the country where there are innumerable lakes, great forests, and high mountains. Two recommended centres are Morgedal and Bolkesjö, both with comfortable tourist hotels bearing the same place-names. Access to the Telemark is *via* Oslo.

Although resort hotels throughout Scandinavia tend to close by the end of August, an autumn visit to Copenhagen would be most pleasant, even though the famous Tivoli Gardens close down on the second Sunday of September. Throughout the month there is the fascinating Scandinavian Design Cavalcade Exhibition to be seen.

In Belgium and Holland, autumn would be a rewarding period for visiting the various art towns, and I recommend Brussels and Amsterdam respectively as centres. As the evenings draw in they also offer the advantage of providing various entertainments after dark.

September still offers facilities for bathing in the Mediterranean, but remember that quite a number of resorts on the Côte d'Azur have pebbly beaches. My own favoured resort, with a splendid stretch of sands, is Le Lavandou, where the Auberge La Calanque would be my first choice. It has a pleasant garden, too. There are many other parts of France which merit an autumnal visit. As a lover of Provence I consider September and October an excellent period for exploring this enchanting and fascinating corner of the country. No centre is more satisfying than Aix-en-Provence. Its two first-class hotels, the Roy René and the Riviera "Le Pigonnet," can be recommended; the latter offers a delightful, shaded garden.

The Mediterranean resort of Cap-d'Ail, in Provence. A footpath runs along the coast to Monaco

Across the Pyrenees, in Spain, I am tempted by either a lazy, but luxurious, holiday in the fabulous Hostal de la Gavina, in S'Agaro on the Costa Brava, or an Andalusian sightseeing tour, with Seville as a base; the Andalusian palace hotel, Alfonso XIII, should satisfy most tastes, while its prices, by European standards, are most reasonable. In Portugal, with Lisbon so easily reached by the new BEA/TAP Comet service, I recommend Ericeira, an attractive Atlantic coastal fishing village. For about 25s. a day you can stay *en pension* at the recommended Casa Pedro o Pescador. It is about 30 miles from the capital and not far from that monstrous curiosity, Mafra, of which the chief, perhaps only, compensating charm is the huge carillon of bells. Their music rolls clearly across the green hills to Ericeira and the sea.

In contrast, there are the mountains and lakes of Switzerland, a country which intensifies its appeal each time I go there. I strongly recommend that most delightful lakeside resort, Lugano. There are several excellent lake-front hotels, including the Splendide and the Eden. A second recommendation is Ascona on Lake Maggiore, where the Casa Tamaro provides an unpretentious but artistic environment, with all the normal Swiss comforts.

For Austria, by far the best district in the autumn is Carinthia, with its warm-water lakes in which you can bathe pleasantly even in October. Here my own favourite resort is Pörtschach (Hotel Prüller rec.), while Velden (Schlosshotel) is also very pleasant. To the north, in Germany, the Rhine is exquisite in September and October—the period, too, of the wine festivals. Clarkson Ltd. (Bucklersbury House, 14 Walbrook, E.C.4.) are offering wine festival tours at moderate prices, with various departure dates. Also to be noted is an autumnal holiday beside Lake Constance, either at Constance (Insel-Hotel), Lindau (Hof Reutenen at nearby Wasserburg cannot be surpassed), and Meersburg, where in the Gasthof zum Bären, a beautiful hotel in the market place, I ate the best salmon-trout (*felchen*) I have ever tasted. The local wine, the "Meersburger Weissherbst," provides a fine complement.

Almost all of Italy can be recommended for a late holiday. I will myself be in Rome—that city of infinite fascination. I wish I could spare the time to revisit Ischia, with its excellent beaches, or even Sicily, where the intense summer heat will have lessened. I would like to gaze again across the Conca d'Oro, that famous garden shaped like a shell, from the belvedere adjoining the lovely cathedral of Monreale, close to Palermo; to stand at the Theatre of Segesta and look out on an equally impressive scene; to wander among the superb Grecian temples at Agrigento; and, perhaps best of all, to stay at the Hotel Villa Politi, on the outskirts of Syracuse, and to stand, under a full moon, looking down on the Latomia dei Cappuccini, one of the most tragic spots in the world. It was there that the survivors of that greatest of all Greek armies, so brilliantly described in the pages of Thucydides, were imprisoned; such memories of Sicily draw me like a lodestone, and small wonder, that I have more affection for Sicily than any other foreign land.

Rhodes, that lovely island close to the coast of Asia Minor, is my selection for Greece, and both the Belvedere and Miramare Beach hotels can be recommended. Access too is easy, for there is the BEA/Olympic Airways Comet service to Athens, beyond which the latter air company continues to Rhodes, taking about sixty minutes.

My last mention is of a Mediterranean and Black Sea cruise organised by the Norwegian-America Line. Joining the luxurious motor liner *Oslofjord* (17,000 tons) at Gibraltar, the voyager calls at Malta, Alexandria, Beirut, Haifa, Yalta, Sochi, Istanbul, Athens, Naples, Villefranche, Barcelona, Palma, Cadiz and Lisbon, whence British passengers will be brought back by air to London. This attractive cruise lasts for 29 days (Sept. 25—Oct. 23), and further details can be obtained through your travel agent.

BY OCEAN LINER TO THE CONTINENT

A combined sea trip by Ocean liner and holiday on the Continent is possible by using the Greek Line's Q.S.S. *Arkadia*. There are sailings from Tilbury to Bremerhaven and to Amsterdam. The former gives a 4-day trip with one night ashore, best spent in Bremen, an old Hanseatic city. The fare is £8 single, return £16 in the tourist class. An all-in holiday, including accommodation and meals in Bremen is obtainable for £20. The single fare (tourist class) to Amsterdam is £6 10s. (£13 return). On this trip it is possible to spend three nights ashore, with opportunities to make short excursions ashore. An all-in holiday to Holland (4 days), with accommodation and meals on land, need cost only as little as £19. Enquire from your travel agent about sailing dates. From personal experience, I can say that the *Arkadia* is as pleasant a boat as any I have travelled in.

A Wren doorway leading into the Governor's quarters at the Royal Hospital

LONDON DINING-ROOMS

THE ROYAL HOSPITAL

Drawings by Geoffrey S. Fletcher

The Pensioners of the Royal Hospital in their distinctive uniforms are a familiar sight in the streets of Chelsea. The Hospital, on the north bank of the Thames between Albert and Chelsea Bridges, was founded by Charles II in 1682. The buildings, designed by Sir Christopher Wren, were completed ten years later. The Ante Room of to-day was originally part of the Governor's apartments and consisted of two rooms—an Ante Room and a Withdrawing Room—both panelled in dark oak. Samuel Wyatt, Clerk of the Works from 1792 to 1807 and brother of James Wyatt, pulled down the dividing wall in 1800 and put in new panelling to make one room.

In Geoffrey Fletcher's drawing the portrait on the wall on the left is of John Churchill, first Duke of Marlborough. The Pensioners still wear a modernised version of the Service dress of the Army in the period of his famous campaigns. The painting on the right is of the school of Lely. It is reputed to be a portrait of Catherine Sedley (1657-1717). She was the mistress of James II, who created her Countess of Dorchester. The Ante Room is now one of the State Rooms in the private suite belonging to the Commissioners, who comprise the independent body responsible for the administration of the Hospital. It is used for a variety of functions, including luncheons and dinners.

The Ante Room adjoins the Council Chamber. They are part of a suite of rooms belonging to the Commissioners of the Royal Hospital. Originally the Ante Room consisted of two apartments

BOOKS

A SEARCH FOR LOVE

Cicely Howland's autobiography; James Agate's dramatic criticism; and this week's list of fiction

Nearly all the books this week which I have chosen to write about are novels but there is one quite exceptional autobiography, THE LONG RUN (Gollancz. 21s.), by Cicely Howland. It is sub-titled, in a phrase which can be thought mawkish or simply appropriate, according to mood or, indeed, to whether or not one has read the book, *A woman's story of her search for enduring love*, and that is precisely what it is. For it seems that no love has lasted very long with this talented woman who has been a good actress, an insatiable traveller and one who has relished many of the good things of life. Now, still a comparatively young woman and an intelligent if impulsive human being, she writes candidly about the emotional and the physical side of her life, which has promised so much and brought so many disappointments. Even her adoration of her father and his devotion to her seems to have turned into an uneasy relationship. An odd book and not always a comfortable one, but it has its own brand of honesty.

Mr. Herbert van Thal has edited and Mr. Alan Dent, himself a dramatic critic of distinction, has introduced an anthology of essays, articles and journals by JAMES AGATE (Hart-Davis. 21s.), which show the late author of all those *Ego* books and all that discerning, French-sprinkled theatrical criticism in his lusty appreciation of life and in all his philistinism. For it was a perspicacious critic who remarked of Agate's first *Ego*, or autobiographical volume, that "A Philistine with the conscience and equipment of an intellectual is enough to upset anybody."

TESTAMENT OF STEPHEN FANE (Alvin Redman. 18s.) is a courageous attempt by Mr. Neil Bell to do a very difficult thing indeed: to make a long and engrossing novel from the life story of a normal Englishman of the middle class. The terms are the writer's own, but since Mr. Bell is an artist with words and since his whole professional career is so greatly dependent on imagination, his Stephen Fane is neither exactly normal nor, as he also claims, average. He is both better and worse, in different phases; capable of heroism and devotion and of being a bit of a bore. But it is an interesting novel.

An old man, very near the end of his life, spends the course of a bright spring day in thinking over the years behind him: such is the theme of Miss Joyce Howard's new novel, her second. It is wholly praiseworthy in measuring up to the success of her first book. A PRIVATE VIEW (Macmillan. 16s.), although like Mr. Bell's story in outline, has scarcely a point in common with it, and this, parenthetically, is one of the joys of reading and book reviewing, that they should provide such magical variety. Mr. Bell's hero expresses himself in action, even if the action has been the result of thought. Miss Howard's man, from the dreary security of an Old People's Home, is a creature of reflection, and how beautifully and completely she has created him. I found this book touching, almost to tears, and hope you may share my high opinion of it.

THE BALLET RAMBERT at Sadler's Wells. Three acrobats, danced by Joanna Banks, Vivianne Dodds and Jane Sanders, in a scene from the new production of Balanchine's *Night Shadow*. The ballet is included in the company's three-week season which started last week

A HOLIDAY BY THE SEA (Hamish Hamilton. 16s.) is by Mr. Gerald Brenan who, from writing about the Spain he knew so well, has turned to the English south coast and to an apparently prosaic family of husband, wife and brother-in-law, the latter the narrator of the story. The period is the early '30's and this central character has been made in something of the same mould as T. S. Eliot's Prufrock. He is also middle-aged, intellectual and devoted to the art of conversation. A summer love affair with a pretty and promiscuous woman, although the result of a perfectly sincere emotion, is subjected to analysis, to self-communing and, eventually, to talk. Mr. Brenan has not succeeded in making his hero likeable, but he has known how to give him a kind of cool reality.

Mr. Martin Michael Kiwe's first novel, A TIME OF GRASS (W. H. Allen. 15s.), is set in contemporary Rome, a city which the author evidently knows fairly well, and it is crisp, worldly and not quite as sophisticated as the author may have considered it. Again the hero is the narrator and, again, he is singularly charmless: a good-looking young man from Vienna with a cosmopolitan upbringing, no ties and a clear-cut plan for capitalising his appearance and his youth. In other words, to arrange to be well-kept by a series of rich, older women. This is the tale of his successes and failures, and the occasional dying spasms of his conscience. Readable, even diverting with its pictures of Roman life, but a little saddening.

Mr. Tom Lea, who wrote and illustrated *The Brave Bulls*, has also decorated his new novel, THE PRIMAL YOKE (Macmillan. 18s.), which is basically the story of a hero returning from the wars to the future he has dreamed of through four years of fighting, starting to plan that future and finding that

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BIZARRE MOMENTS

Autobiographical memories of Darrell Bates

Darrell Bates, who was destined to become a successful colonial administrator, takes us back to the days of his youth and young manhood in a really charming book, full of wit and drollery, bizarre moments and even more bizarre characters. THE SHELL AT MY EAR (Rupert Hart-Davis. 18s.) is a book for reading aloud, possibly again and again, and most likely in the family circle. Highlight is perhaps the chapter entitled The Villa Brown, the mystery story of the pretty Viola, who hid her waywardness under a cloak of demureness, and the old lady, who hid her sense of mischief under the pretext of shortsightedness. One of them stole Mr. Bates's shirt and trousers when bathing in the blue-green waters of the Mediterranean off Portofino. At the time of the theft neither Viola nor the old lady were acquainted, but both exploited his acute embarrassment and formed a jolly friendship in the process.

There is also much wit and good fun in John Beames' MEMOIRS OF A BENGAL CIVILIAN (Chatto and Windus. 30s.). The introduction is by Philip Mason. Beames was a civil servant who went to India the year after the Mutiny and served there until 1893. He did not write for publication, and the result is memoirs in plain but lively English written with intent to show his family what life was really like for a young man plunged into executive and judicial responsibility. This book will revive happy memories for many who have served in India in more recent times. It also has importance for the historian.

To write effectively about the Balearic Isles becomes increasingly difficult, for to-day Majorca, Minorca, Ibiza, and Formentera each present two clear-cut aspects, as islands that are magnets for the tourist trade of the world (Majorca at any rate is well-equipped with hotels and night clubs) and as islands which in some respects keep their ancient virtues, remaining idyllic places in the sun, reminders of the sort of Mediterranean atmosphere that we find in The Georgics. In FOUR FAIR ISLES (Evans Brothers. 16s.) Patrick Pringle sticks more or less to the beaten tourist track. He is a close observer and a good guide, and there are times indeed when even the author revolts at the tourist routine which demands that every coach passenger en route to Soller pays, without the option, the 30 pesetas for visiting the Cartuja monastery at Valldemosa for the doubtful pleasure of seeing the cell occupied by Chopin and Georges Sand, not omitting the piano on which Chopin is reputed to have played. Mr. Pringle provides an interesting chapter on lesser-known Minorca, rather likening it to a Jersey or Guernsey that has strayed into the Mediterranean, and he is enthusiastic about the charms of popular Ibiza and lesser-known Formentera.

Ray Dorien's VENTURING ABROAD (Christopher Johnson. 13s. 6d.) is a record in conversational form of a trip to Majorca and Ibiza. The authoress sticks even closer to the popular beaches and the bus routes than does Mr. Pringle, but she does give a hint of the glories of the mountain country that runs from Andraitx to Formentor along Majorca's north-west coast, and the great rewards that await the walker who is happy to venture into those romantic hills.

THE ASTRONAUTS (Cassell. 25s.) was compiled by America's spacemen some time before Commander Alan Shepard made his famous trip down the American rocket range to become the first of his countrymen to enter space. A valuable postscript has been added by Commander Shepard, however, in which he describes his personal experiences of the flight. Virgil Grissom, chosen as America's second spaceman, is another contributor, giving fascinating facts and figures about the "countdown," the massive procedure which paves the way for the moment of blast-off. There are some excellent photographs.

William D. Holmes's SAFARI, R.S.V.P. (W. H. Allen. 18s.) tells of the actual process of setting up and going on a big game hunting expedition in Africa. It is really a guide for those who would like to follow in the author's experienced footsteps, but it may very well enjoy a much wider appeal since the author recounts many thrills from his own hunting days.

R. C. E.

fate is shaping events quite differently. The hero is an American marine and his home is in the mountains of Wyoming, where his parents live with another son, mourning the death of a third who has been killed in Europe. The time is 1946. Mr. Lea writes with his usual fine economy and force until the drama, even the melodrama, of the situation affects him and his prose stumbles a little.

MEN AND ANGELS (Bodley Head. 16s.), by Mr. Robin White, is a thoughtful and tender book about the India which he knows so well and about a young man's search there for the missionary father he had always found so unsympathetic in his childhood and youth. To write like this about a country and to portray that country's people with the perception, gentleness and humour which Mr. White has used, is only possible if one loves and understands land and people alike, and it is just this which is the author's strength. A delightful novel.

Mrs. Dorothy Parker is a lady with a genius for capsule criticism and no especial respecter of feelings. It was she who said of an unfortunate actress that she ran the gamut—from A to B. And of the author of a lengthy autobiography, that the volumes were neatly boxed—for throwing purposes. Now she has apparently delivered herself at some length in favour of a novel entitled TIPPY LOCKLIN (Macdonald. 16s.), which is all about the first eight years in the life of a boy born in Brooklyn about forty years ago. It is by Mr. Joseph W. Meagher, it is full of warmth and humour, and, all in all, I agree with Mrs. Parker.

Vernon Fane

RETREAT INTO VICTORY

No one has ever seriously contested Sir John Moore's claim to rank with Cromwell and Wolfe as a trainer and innovator of British armies. The genius which created the famous Light Division of the Peninsular War is still remembered, and to have been one of " Moore's men " in his lifetime conferred a pride and established a proof of his undying merit. But there were grounds in 1809 for uninformed criticism of his failure in the campaign from Lisbon to Salamanca and back to Corunna. The command he accepted as " his great chance " almost instantly became a dangerous hazard in his own mind. He soon realised the strength of the French, the utter undependibility of the Spaniards, the niggardly assistance from the home Government. He kept his knowledge to himself and had to face bitter criticism from his own officers and men in a campaign that had no victories except for brilliant skirmishes which encouraged his troops to resent his decisions, based on more exact knowledge, to retire. He failed to draw Napoleon away from Madrid and got more criticism than encouragement from home.

John Moore, and his sailor brother, Graham, were Whigs in that circle which revolved round Dr. Curry of Liverpool (Burns' first editor) and included Romilly, Creevey and his friend Michael Angelo Taylor; and he was always unpopular with the Tories. Moore was outspoken and resentful of criticism and half measures. Only from Pitt and the Duke of York did he receive early recognition. In Christopher Hibbert's CORUNNA (British Battles Series: Batsford. 21s.) his famous campaign is for the first time treated exclusively, and admirably documented with illustrations and excerpts from soldiers' diaries and contemporary eye-witness accounts.

How it would have gone, if Wellington (instead of Moore), with his cooler head and calmer mind and his administrative ability in the field, had conducted the campaign, remains anybody's guess. Almost from the start, it became a forlorn hope. Moore lived long enough to know that he had won his Dunkirk, and it was an achievement as great as Wolfe's on the heights of Abraham. This is a well-written, enthralling and tragical history.

John Gore

The Snow Maiden (Belinda Wright) and Mizgir (Oleg Briansky) in the new three-act ballet to Tchaikovsky's music

Kupava (Marilyn Burr) and Mizgir

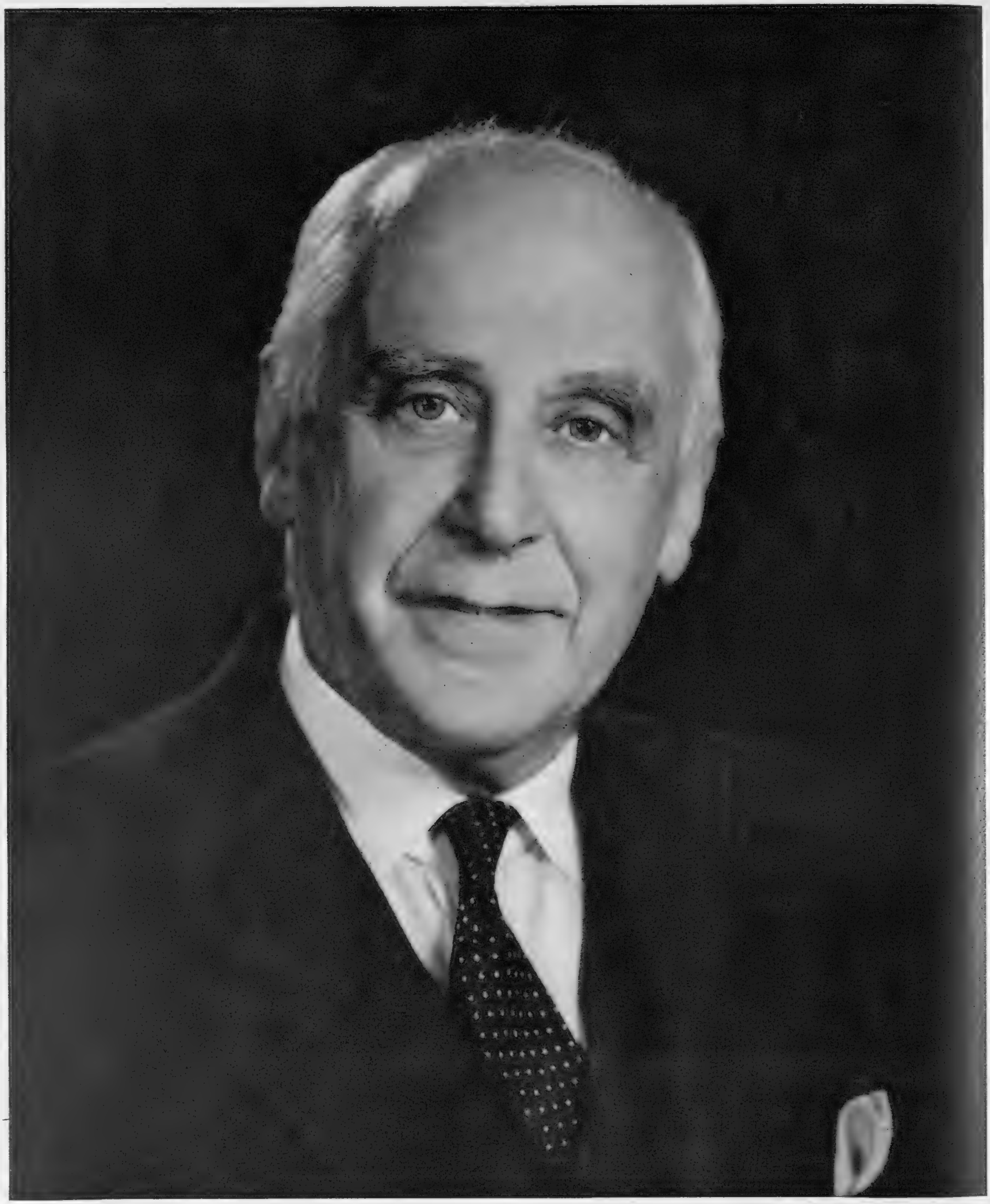
THE SNOW MAIDEN

at the Royal Festival Hall

The new full-length ballet was commissioned from a leading Russian choreographer, Vladimir Bourmeister, specially for the Festival Ballet. It had its world première last week at the opening of the company's summer season in London. *The Snow Maiden* is based on an elaborate play by Ostrovsky, which had incidental music by Tchaikovsky. This music, with additional material, forms the ballet score. The story tells of the Snow Maiden, daughter of Father Frost, who yearns for the real world, falls in love with a human, Mizgir, and hopes to live happily ever after in marriage with him, but is melted by the sun.

Photographs by Anthony Crickmay

Vassilie (Vassilie Trunoff), leading dancer of the village, with his sweetheart (Joan Potter) and the villagers



LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

D. F. Campbell

Mr. Campbell, the chairman of Davy-Ashmore Ltd., a holding company incorporating a huge group of engineering works, has announced his intention to retire at the end of the annual general meeting in September. The Davy-Ashmore group is the leading organisation in Europe for the construction of heavy plant for iron and steel works and the aluminium industry. Among the firms are Davy and United and, since last year, Power Gas Corporation and Ashmore, Benson Pease. Mr. Campbell was educated at Winchester; New College, Oxford, where he read chemistry and mineralogy; and the Royal School of Mines, London, where he was awarded the De la bêche medal for metallurgy. During and after the First World War he took an active part in the pioneering work on electric furnace development and was engaged in the U.S., France and Sweden on the designing and building of electro-metallurgical works. In the 1930's, Mr. Campbell's firm designed extensions for the heavy engineering shops for Davy Bros. Ltd., at Sheffield, and their new melting and machine shops at Middlesbrough. In 1935, he joined the Board of the firm which subsequently became Davy and United Engineering Co. Ltd. He became chairman in 1944. After the last war, Mr. Campbell organised the Metallurgical Equipment Export Co. Ltd. (MEECO) and its associated syndicate, Indian Steelworks Construction Company Ltd. (ISCON), to negotiate to obtain export contracts. Married, with two sons and two daughters, he lives at Weybridge, in Surrey. In his spare time he is interested in farming, ornithology and sailing

THE ATTRACTION OF PETROCHEMICALS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

To the chemical manufacturer, petrochemicals represent an alternative raw material to coal for making organic chemicals; to the oil company, they represent something else to be done with crude oil or refinery products. From both angles, petrochemical manufacture looks a very profitable way to invest one's loose capital. Both of these approaches are evident in the accelerating development of this kind of technology in many parts of the world at present; and the rich profits that petrochemicals seem to offer are attracting producers from both ends of the industry. Many fresh oil companies are following the pioneers into this business; and chemical companies are beginning to cast around more widely than before for the petroleum from which to make their chemicals. It may be that the rapid rate of expansion this new industry has been enjoying will mop up in a few years all the new capacity that is being brought into being now. But just for the moment there are signs of indigestion in the market; and this is making the big firms think of "integrating" forward or backward, either to secure their markets or to get a better bargain in raw materials.

Some weeks ago Socony Mobil, one of the world's great oil companies, bought O. and M. Kleeman, a substantial British plastics manufacturing group, as its first venture into this field in Britain. Socony is not as deeply invested in petrochemicals as, for instance, are Shell and Standard Oil of New Jersey throughout the world—though in the dissolution of Stanvac, a joint enterprise that Socony owned with Esso in the Far East, it may be acquiring some chemical capacity there, and it has developments going forward in Germany and in Latin America.

Kleemans is not a producer of the intermediate organic chemical materials generally classed as "petrochemicals"; it buys bulk plastics materials, at present from such suppliers as Shell, a competitor with Socony, and turns these into sheet and coatings. Socony does not at present own British capacity to supply these materials itself, but it seems a reasonable bet that it will fairly soon be developing such capacity within reach; Kleemans will, if so, provide it with a ready-made outlet to the final market for plastics materials.

One might contrast this with the approach Shell Chemicals has followed in becoming possibly the second largest chemical producer in Britain, mainly since the war. This great oil group was one of the first in the world to realise the importance of developing chemical manufacture from petroleum; as Britain's refinery industry was built up in the early postwar period, Shell widened its interest and its research into both materials and techniques of producing them. It has done a great deal, from the start, on "product research," finding out what one can do with some of the chemicals that it was considering with the view to production. But it has almost always in this country at least stuck to "petrochemicals" in the intermediate sense—base materials such as Teepol for detergent makers, moulding powders and granules for the plastics producers, resins for paints and varnishes. Recently, in the United States, the group has taken an interest in a firm manufacturing and marketing plastics; but in Britain it still prefers to supply the manufacturers.

From the side of the chemical manufacturer, Imperial Chemical Industries in various fields is prepared to work right forward to the final customer; and this year it has shown itself prepared to work right back to the crude oil. Much of the paint we buy is manufactured by one of the I.C.I. divisions; a subsidiary makes polythene film; and in the synthetic fibre field it makes terylene and is developing polypropylene fibres. Its rivals are accustomed to I.C.I.'s eclectic approach in the chemical market, in which it is as ready to make the final product as to sell the intermediate or base material to customers who will eventually be competing with it. Whether those that spring from the oil industry expected I.C.I.'s recent decision to go into oil refining itself is perhaps less clear.

The group went into the manufacture of organic chemicals from petroleum-based materials quite a long time ago, though it remained until fairly recently primarily based on coal. To-day it has switched over to oil to a very large degree; its chairman, Mr. S. P. Chambers, who was for years on the National Coal Board and has no prejudices in the matter, has said that the liquid raw materials are so much more convenient for modern chemical technology that even if coal were to become significantly cheaper than petroleum materials it would be a very hard decision to shift back. In accordance with this judgment, the group has logically decided that it can perhaps drive the most advantageous bargains of all if it is in a position to refine its own oil; and this year it announced that it would be building a refinery for itself on the big new Severnside site that it began to develop as a petrochemicals centre a few years ago.

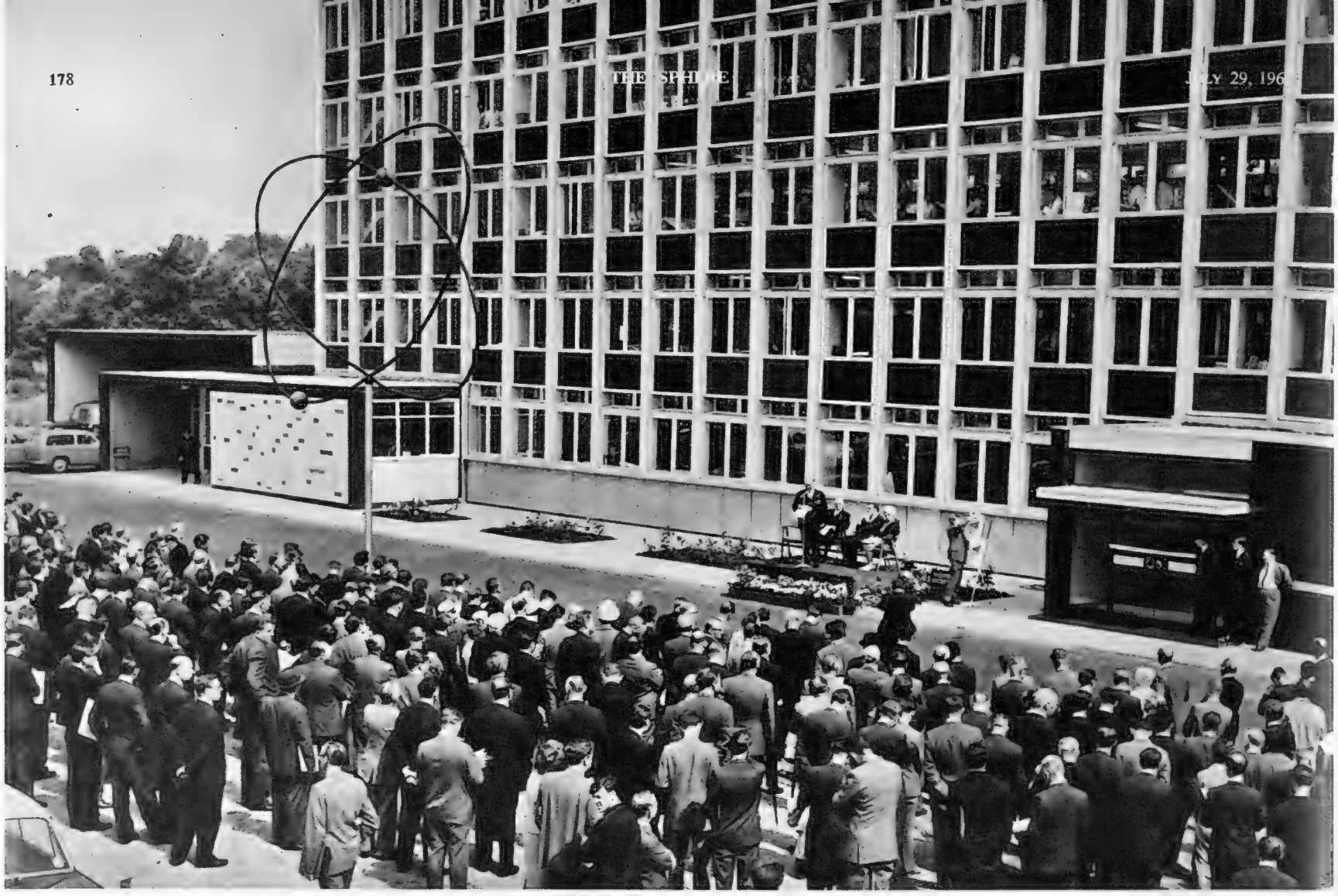
The major oil companies who have been supplying, and will continue to supply, existing I.C.I. petrochemical facilities with feedstock from their oil refineries may lose some extra outlets for refined products on which they would have counted over the future years from this move into self-sufficiency in processing by the great chemical group. They will acquire instead markets for crude oil, and some probable supplies of refined products without investing in the refining capacity; I.C.I. does not intend to market petroleum products itself, and will probably be selling those that it does not use itself for manufacture or for fuel through the Shell-Mex and B.P. marketing network.

Nevertheless, this decision by a big chemical customer to move into a market where it can probably drive even harder bargains for its oil does point up the pressures upon the oil companies with stakes in chemicals. A very big customer such as I.C.I. must have been taking full advantage of the fairly soft market in refinery products inside Britain, for example in some of its recent deals for "naphtha," the low-grade gasoline that is at present one of the hardest kinds of petroleum products for a refiner to sell. But crude oil on the world market is available at even greater discounts in price than any refined products are inside the relatively protected British market; and while I.C.I. is likely to stick to established suppliers it can presumably get the benefit of the prices that are on offer outside.

Ethylene storage spheres at the Olefine Works, Wilton, of I.C.I.'s Heavy Organic Chemicals Division

Much of the growing competition in the petrochemical industry to-day represents, simply, a reflection of intense competition in the petroleum industry itself. Many oil companies that had not been in this field before are moving into it as a possible refuge in which profits ought to be easier to make, or at any rate in which demand is expanding more rapidly. There is little doubt about the second point; world-wide demand for petrochemicals is probably still rising at a rate of perhaps 8-10 per cent. per year, against a rate of perhaps 5-6 for oil products.

The first point—that there are higher profits in petrochemicals—is not so certain. Shell, for example, this year committed itself to some doubts about this, particularly during a time when one has to do an exceptional amount of research and when many of one's investments to produce relatively new products are taking a long time to pay off; it said that in 1960 its return on petrochemical manufacture was considerably lower than its total return on all kinds of fuel production and supply. This had not, however, caused it to pause in a steady expansion of petrochemical investment; nor is it likely to deter competitors, at least for two or three years. During that period it is likely that the market for certain kinds of petrochemicals will remain overburdened with capacity, and some of the weaker suppliers may be hard pressed. But this is still one of the most rapidly growing industries in the world; and where else, equally convenient to their hand, can the oil companies see, except in petrochemicals, to put their money outside oil itself?



The opening ceremony of the new works, research and development departments, and administrative headquarters of the Solartron Electronic Group Ltd. at Farnborough, in Hampshire. In the modern plant, which covers in all 175,000 square feet, a large range of electronic equipment is manufactured, from radar simulators to analogue computers

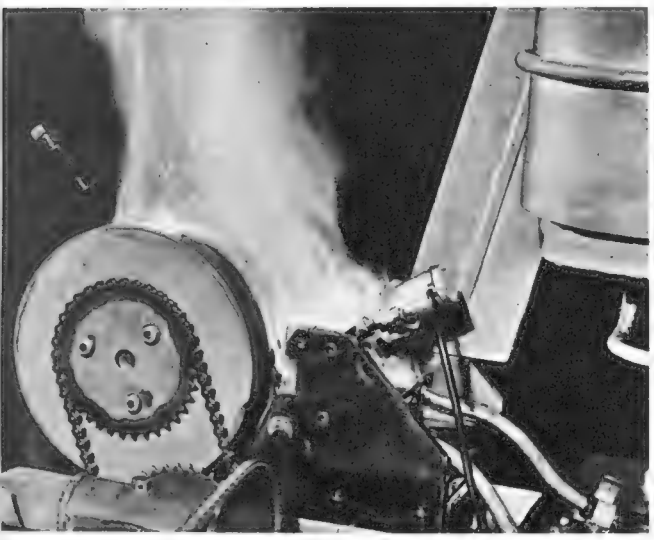
ELECTRONICS EVERYWHERE

By Dr. D. N. Truscott, Chairman, U.K. Electronic Engineering Association

The borderline between electrical and electronic apparatus is ill-defined.

Electronics, however, is generally accepted as the term describing equipment that operates through the controlled movement of electrons in a thermionic valve or a semiconductor (transistors and the like).

The speed of operation (near that of light) and the ability of electronic amplifiers to accept minute energies and magnify them to do useful work enable systems to be developed to carry out almost any operation that is required.



A new instrument, developed by G.E.C.'s research laboratories, monitors the surface temperature in a progressive hardening process. The sheathed probe is used to transmit radiation from the heated surface to the pyrometer, so that smoke and oil spray from the quenching operation do not interfere with measuring

As an exercise in ingenuity, try to list for yourself a few of mankind's activities that are not in some way dependent on electronics. Golf or gardening, you might suggest, or agriculture, or manufacturing ladies' underclothes, or a drink at your local, or an opera at Glyndebourne. . . .

Yet all these things, somewhere along the line, have an association with electronics. The industry, with its £500,000,000 a year turnover, has become a major factor in the country's economy. Not only is its own output of importance (in ten years there has been a five-fold increase in exports) but electronic equipment now plays a vital part in all modern industrial systems. It is enabling manufacturers to meet the three essential demands for success in world markets: producing better goods, quicker and at lower cost.

It is simple enough to see where electronics fit into the picture of machinery control, the navigation of aircraft and guided missiles and the exploration of space. It is not so generally appreciated, however, how closely the new techniques affect our ordinary lives. Your golf, for example: the production of accurately-flighted golf balls makes use of electronic machinery. Many of the fertilisers used on the greens—and in the garden—are blended and quality-tested electronically. A method has been developed for improving the quality of bottled beer by " vibrating " the air bubbles out of it ultrasonically. At Glyndebourne, closed-circuit television techniques have been used to keep the conductor in intimate touch with a hidden chorus.

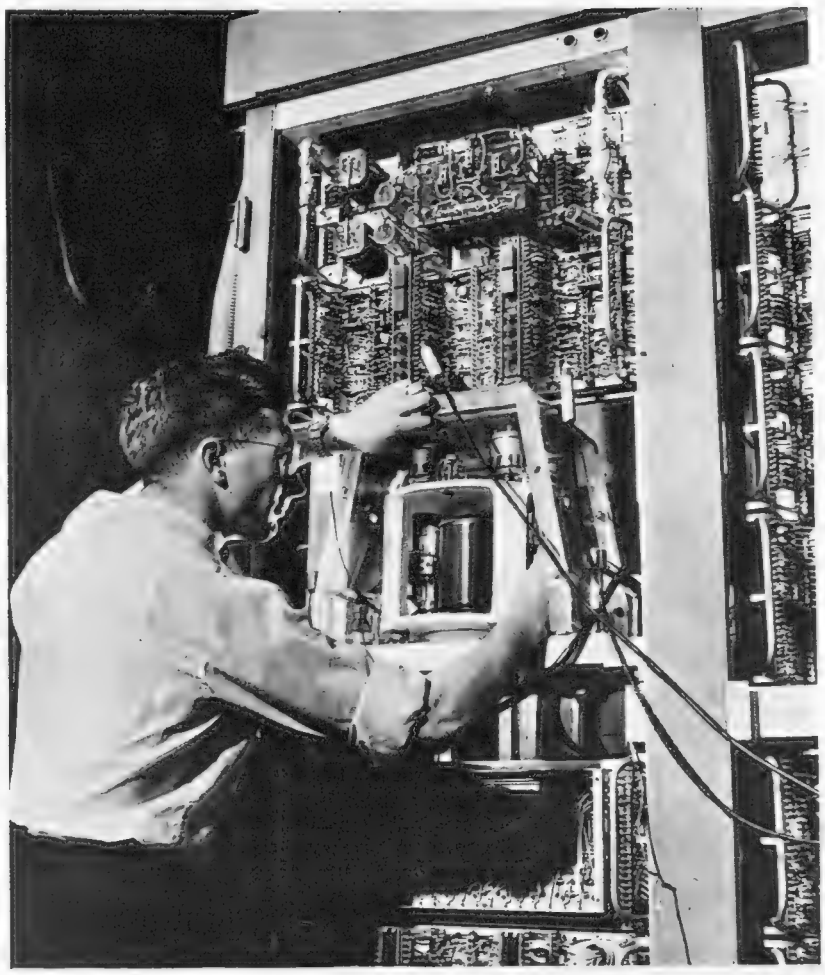
Some of these examples may savour slightly of the gimmick, but I bring them in to press home how closely almost everything in our world to-day is touched by electronics. The greatest impact of the industry has been made on industrial production where the economics of several processes are now being revolutionised and where highly skilled labour—a difficult-to-find and expensive commodity—is being replaced by electronic controls, which are cheaper, faster and more accurate.

Only recently one of the bigger steel companies announced that they were employing a digital computer to control the cutting-up process of their production line. This, it was stated, was the first time that a digital computer had been used in the United Kingdom for the direct control of an industrial process.

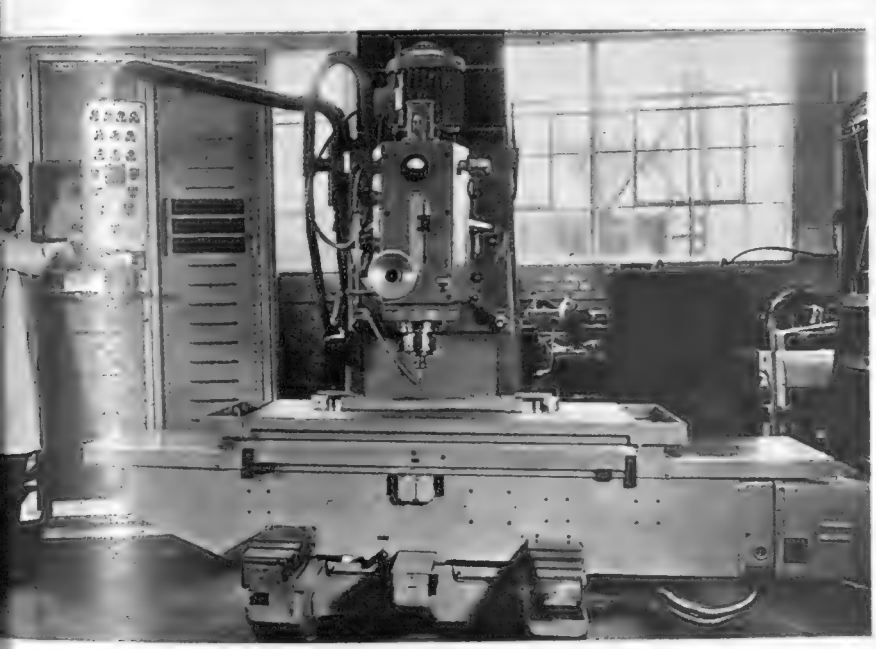
Outstanding success has been achieved by the British electronics industry in designing machine control systems which are now used all over the world, and some particularly interesting statistics have been obtained in a comparison between conventional and controlled methods of carrying out industrial operations. One of these was the drilling of printed circuit boards. Using jig drilling—the old way—the cost worked out at 18·04d. per board. Using an electronically-controlled drill, programmed by a punched tape, the cost was 11·63d., even after allowing for capital cost and interest on the equipment. (As a matter of interest, the manual machine in this case cost £234; the tape-controlled machine £2,600.) A second comparison, between manual drilling and tape-controlled drilling of a press template, is even more dramatic—a difference between £9 0s. 6d. (manual) and £4 3s. 11d. (electronic).

The saving in cost is not the complete picture, for the more up-to-date method often gives a product of higher and more consistent quality. On the drilling of printed circuit boards, a new jig will take up to ten hours to make, if the product is to be modified, but a

At work in the testing section of the dust-and-vibration-free Ferranti laboratory in Edinburgh. In the laboratory parts for inertial navigational systems are made



Adjusting the magnetic drum in a Deuce electronic computer at the Control and Electronics Division of the English Electric Company Ltd. at Kidsgrove, Stoke-on-Trent. Deuce is English Electric's original valve computer. They now manufacture fully transistorised data processing systems, such as their KDP10, for commerce and industry



A Droop and Rein FS80 vertical mill is controlled by the Emicon system, which is designed and manufactured by E.M.I. Electronics Ltd. The system not only checks its own accuracy but also foresees any error before the cutter can make it

Professor T. Kilburn (right), head of the computer department of Manchester University, examines part of the giant Atlas electronic computer, claimed to be one of the most powerful in the world. It was developed by the University and Ferranti Ltd.

new tape can be prepared in fifteen minutes. It is not possible even to guess at the saving in production costs that can be achieved by using electronic methods, but the Atomic Energy Authority has made a survey indicating that, by using radioactive isotopes for industrial measurement and control systems (isotopes are almost invariably associated with electronic apparatus) a saving of at least £5,000,000 is being made at present in the United Kingdom, and that if full use were made of the methods available, the saving could go up to £20,000,000 a year. As this equipment is only one of the many types of control apparatus, it is obvious that electronics are already making a large contribution to industrial savings.

Britain has plenty to be proud of in originality of thought throughout the development of electronics. Radar, an entirely British invention, is now accepted as the keystone of navigation by sea and air. It is appropriate that this country has manufactured the majority of the radar sets carried in world shipping. One firm alone, of the several who market marine radar, has now received orders for more than 10,000 ship sets and can claim, individually, to have equipped nearly *half the world total* of radar-fitted vessels. The present rate of marine radar orders is approaching the 2,000 a year mark and this means forty radars a week, or one every hour of the working day.

Another British success has been the Navigator, a piece of equipment widely used by ships and aircraft. This, operating in conjunction with chains of ground stations, enables a position to be pinpointed with remarkable accuracy, while an instrument in the cockpit—or on the bridge—marks on a chart the course being made good. This system is now extensively used on international air routes and shipping lanes.

In air navigation, British equipment is used all over the world, but possibly the country's greatest recent achievement has been in the development of Autoland, the electronic method of bringing in an aircraft to a safe landing without the pilot touching the controls. This is years ahead of anything so far developed abroad, as even the United States authorities admit. It seems likely that the British equipment will form the basis of an international system to make the air routes independent of weather.

Autoland was developed jointly by members of the Electronic Engineering Association and the Ministry of Aviation's establishment at Bedford and it is one of those satisfactory examples of intelligent co-operation and the sharing of effort.

At present there is another of these shared programmes in being at the Royal Aircraft Establishment at Farnborough, which is already having satisfactory results. It is a method of navigating an aircraft by an airborne computer. The route to be flown can be fed to the computer in the form of a punched card, and the

(*Continued overleaf*)

ELECTRONICS EVERYWHERE

(*Continued from previous page*)

electronics of the system will then look after the entire flight. Known as Dexan, its "heart" is a digital differential analyser—a special variety of the digital computer—constantly comparing the actual position in space of the aircraft with the required position and producing an " error signal " which can correct the automatic pilot.

The interesting point in Dexan is that it requires no assistance from the ground; there are no beams or beacons or ground-based radar to assist it. All the information is supplied to the computer from a Doppler navigator which, by means of radar pulses sent out from the aircraft and reflected from the ground, can literally feel its way along, giving accurate readings of ground-speed and drift. This, together with the compass heading of the aircraft, is all that the computer requires to keep the aircraft on its required track. Fifty or more extremely successful flights have been made by a Royal Aircraft Establishment " Comet " which has been fitted with Dexan.

One of the big problems of increasing world air traffic is the complexity of controlling it from the ground. On the busy air routes—the North Atlantic, for instance—a situation can be seen developing in the foreseeable future in which there will be so many movements that it will become extremely difficult for a human controller to keep track of the vast amount of information flowing from the radar stations, the aircraft themselves and the associated controlling ground stations. The first experiment in applying computer techniques to this problem is now being made in Britain. A specially-designed computer has been set up at Prestwick, into which is being fed all the relevant details of all Atlantic traffic. The computer digests the information and passes on to the human controller only the essential facts. If any flight appears to be out-of-the-ordinary, if, let us say, the aircraft has deviated from its flight-plan, the computer will be so programmed that it will recognise the fact and give the details to the controller. Potential dangers such as two aircraft flying on the same track too close together will be recognised by the computer more rapidly than would be likely by a human controller working under selected heavy-traffic conditions.

The whole of the electronics industry was founded on what we used to know as " wireless." To-day, communications is still the industry's major commitment. I quote from the latest annual review of the Electronic Engineering Association:

> Communication channels provide the nerve fibres of civilisation. The increasing tempo of world trade and transport, the global impact of politics, sport, finance and entertainment, as well as the ever-increasing demands for world-wide social contacts, make communications one of the essential needs of mankind.

There are few of the world's communication chains which are not dependent on British equipment and to-day the research establishments of several of the major firms are actively interested in developing apparatus in connection with relay systems which are using satellites. We may be behind in the actual launching of satellites, but I do not think that it will be found that we are behind in the design and building of the extremely small, robust apparatus that will be required in these satellites or the highly-sensitive and accurate equipment needed on the ground. The remarkably successful work that has already been done in the United Kingdom with guidance receivers in missiles, and tracking radar, indicates the industry's potentialities in this direction.

The control room of the Imperial Smelting Company's plant at Swansea, where electronic weighing equipment, designed and manufactured by Elliott-Automation Ltd., is used to control the zinc smelting process. Elliott load-cells weigh the right amounts of red-hot coke, ore and lime with which the furnace is automatically charged.

Loading a high-power transmitter valve into a test rig at Standard Telephones and Cables' factory at Paignton. The circular apparatus is a heat exchanger which maintains the valve at a controlled temperature.

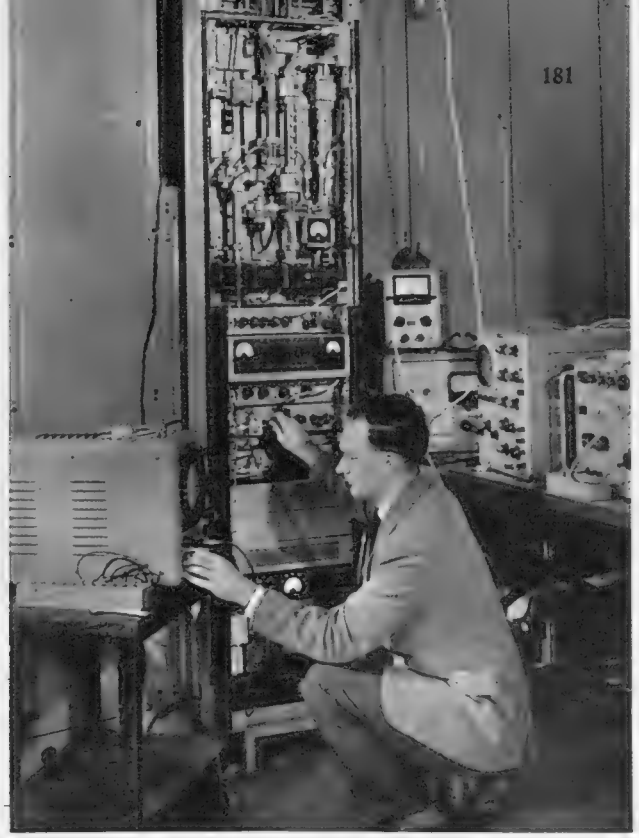
A Lace Mk. II general purpose computer Ltd. at Warton, in Lancashire. A number tained analogue equipment with its own pow

The more conventional methods of communication are major elements in our export activities and some outstanding installations have been completed in recent months including an extensive microwave complex installed for the New Brunswick Telephone Company and the Maritime Telegraph and Telephone Company, in Eastern Canada, while similar equipment is being supplied to Manitoba and Saskatchewan. Again in Canada, British communication engineers have built extensive chains of multi-channel microwave links, and the frequency division multiplex equipment used in the early warning chains set up by the Department of National Defence are British.

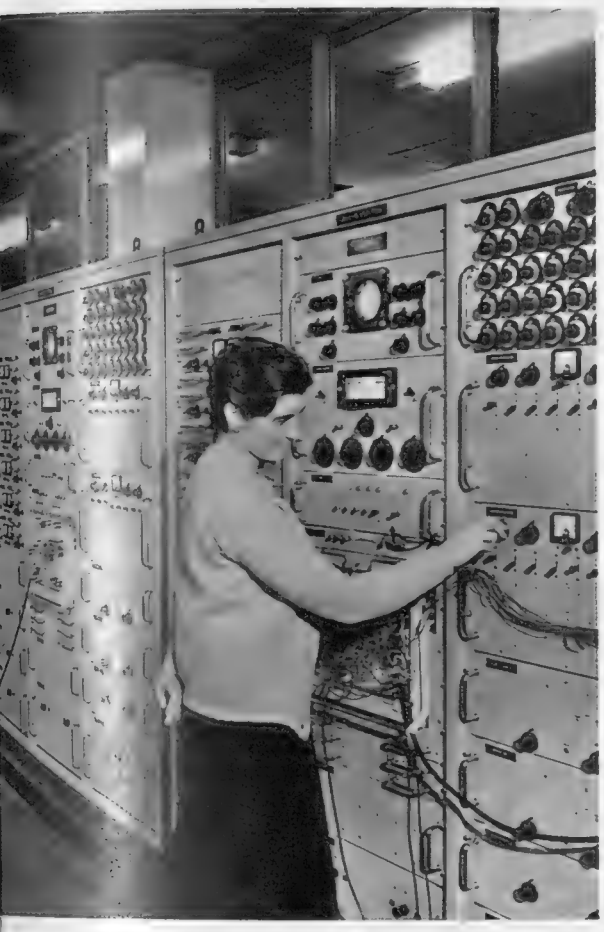
One of the world's most sophisticated inter-island and aeronautical telecommunication systems has been brought into operation in the Caribbean. It is a £500,000 scheme carried out by British firms and provides twelve separate and simultaneous voice circuits throughout the islands, linking with the All-American Cable and Radio service and continuing by cable to North America. Automatic dialling is possible throughout the circuit, and every piece of radio equipment is duplicated, with automatic changeover should any equipment fall below a given level of performance, so as to ensure continuous service. Mobile radio, in which Britain has specialised since its earliest days, has been sold all over the world, to municipalities, police, building contractors, harbour authorities, ambulance services, newspapers, doctors and taxi firms. Even plumbers are using it.

Television and sound transmitting and studio equipment all British made operates in scores of countries. Hong Kong, New

The Mullard 4MeV linear accelerator installed at the Clatterbridge General Hospital, Cheshire, is mounted on a gantry. Its covers have been removed for this special picture to be taken. The linear accelerator is used to produce X-rays for the treatment of cancer



Testing the prototype of a new kind of radio relay equipment at the Telephone Works of G.E.C. The equipment will convey either telephone speech circuits or television programme channels



peration at the Aircraft Division works of English Electric Aviation is type of computer, which is designed as a completely self-con- pplies, have been built for universities and industrial concerns

Telecommunications—from a transport manager's office it is possible by means of a Pye Fixed Station to maintain constant contact with the vehicles at work. **Right:** Having delivered his load, a driver reports back to the office

Zealand, Mexico, Australia, Eastern Nigeria, Canada, Italy—the list of countries goes on and on. Russia has bought television cameras (including colour), and outside broadcast vans. One of the coveted international technical honours, the engineering award of the U.S. National Academy of Television Arts and Sciences, was shared a few weeks ago by two associated British companies for their production of a particularly successful 4½-in. image orthicon television camera and pick-up tube which is now in world-wide use.

It has been possible to touch on only a few of the more obvious of modern electronic activities. But there are wide applications to medicine; the computer is extensively invading commercial establishments with its time-saving accuracy; the oil industry is active with elaborate process control systems; even the football pools are now using electronics to sort out those lucky treble-chance winners.

This routing machine, manufactured and used by the Cramic Manufacturing Company of Southall, has been equipped with an electronic two-dimensional tracer control which was made by A.E.I. Electronic Apparatus Division

INDUSTRY AND THE STOCK MARKET

STAKE IN STEEL

By "THE SPHERE" CITY CORRESPONDENT

"The present is the first time in more than twenty years when it has been possible to assess the investment merits of the steel industry without having to take into account the effects of war or the political risk of nationalisation." This point is made by a leading firm of stockbrokers in an analysis of the proportion of total funds that investors should deploy among Ordinary shares in the steel industry. Their conclusion is that on a normal basis investors should keep about £7 out of every £100 invested in steel shares. Any smaller proportion indicates a deliberate policy of keeping a low proportion of funds in steel equities. Those investors who are impressed by the growth potential of the industry and its importance to the economy as a whole could keep up to £10 out of every £100 in steel shares.

This 7 per cent. ratio is based on three sets of calculations. One is the relation of steel industry sales to the gross national product of the country; the second is an estimate of the steel industry's importance in the census of production, and the third is an assessment of steel shares in comparison to all other quoted securities. Steel clearly emerges as an important and representative sector of British industry. For this reason short-term prospects must be somewhat clouded. Lord Ridley, recently addressing shareholders of Consett Iron, stated that though demand was difficult to forecast, the board expected the company to work a little below capacity this year. Higher fuel and labour costs, he reported, were squeezing margins and this might not be offset either by the recent increase in steel prices or the full operation of Consett's new plate mill.

On current indications, Consett's experience seems a reliable guide to that of the steel industry as a whole. When announcing their recent shares issue, Colvilles estimated that profits for the full year would show little change after reporting an improvement in the first six months. Though steel-makers' experience in 1961 will probably be overshadowed by the slackening pace of overall economic expansion at home, one consolation lies in the industry's excellent export performance. Last May, for example, export tonnage reached the highest level yet reported—barring October 1959, when foreign demand was stimulated by the American steel strike. As imports of steel have continued to decline, net exports by the industry have grown at an impressive rate. Competition in world markets, the Iron and Steel Board state, is strong and growing, although American producers have not yet made any massive drive for overseas markets. In the short run, there is unlikely to be any repetition of the past year's sharp expansion by the steel-makers, but the basic long-term attractions for investors remain as strong as ever.

United Steel are the largest and best diversified of the large steel firms with a direct stake in every side of the industry, apart from sheet, where they are linked with John Summers. United's sales for the first half of 1961 have been reported at £69,000,000, against £63,000,000 for the equivalent period of 1960 though profits declined to £9,300,000 from £10,500,000. On the effective dividend rate of 15·4 per cent. paid for 1960 the shares can be bought to yield over 5½ per cent.

Investors' choice among the other half-dozen or so major steel shares must depend on their requirements for dividend income and their assessment of prospects for the particular industries served by the companies. Investors who hold an optimistic view of prospects for the oil industry, for instance, and who are seeking high current income could consider Stewarts and Lloyds. This group specialises in steel tubes for which the oil industry is a large customer. A recent decline in the expansion of demand, combined with calls for fresh capital, has restrained the rise in the share price and the £1 Ordinaries now offer 6 to 7 per cent. For investors who favour consumer industries, notably motor vehicles and durable goods, the outstanding steel share is John Summers, the leading maker of sheet steel which is used for car bodies and in refrigerators and washing machines. This group has recently maintained the interim dividend at 6 per cent. and on a 15 per cent. total dividend basis the Ordinaries now offer about 6 per cent.

One "special situation" among steel companies is provided by Colvilles, the Glasgow-based group which is now building a steel strip mill in Scotland with the assistance of £45,000,000 from Government funds. The aim of this project, at Ravenscraig, is to bring light industry to Scotland, and there should be major benefits to Colvilles' profits if this aim is realised. In addition, Colvilles' shareholders are being given benefit from the use of Government money at a fixed and relatively favourable rate of interest. These benefits, however, will only appear some years from now. Any buyer of Colvilles' shares, which yield over 5 per cent., must be prepared for relatively static dividends over the next year or so. After then, however, the growth possibilities are substantial.

Steel Company of Wales—known as "Scow" in stock market terms—also holds out useful possibilities for investors, having a major

(*Continued from previous column*)

development programme on hand, flanked by a large loan from the Iron and Steel Holding and Realisation Agency. Steel of Wales' current development programme, as shown in last October's report, was for spending authorised at £29,000,000. This amount the board estimated could be financed from available liquid resources together with profits to be retained in the business over the next three years. Set against this, I.S.H.R.A. have agreed to advance up to £40,000,000, to be repaid by 1964. In February of this year Steel of Wales had £18,000,000 outstanding on this advance and the directors stressed their confidence in being able to meet the repayment period. Once the group's developments have begun to earn profits and once the loans have been paid off, the benefits to shareholders' profits could be correspondingly great.

In the longer term, an important reason for buying steel shares is the industry's strong position if Britain joins the Common Market. The U.K.'s steel industry is widely reckoned at least as efficient as those on the Continent, while share prices there are relatively higher. Shares in August Thyssen, for instance, were recently marketed in London on a much lower yield than corresponding British steel equities. The only reasons for this yield differential is the political risk in Britain, through possible nationalisation, and European firms' more modern equipment. The political threat to British steel firms seems remote, while European companies' advantage through post-war re-equipment must gradually disappear over the years.

COMPANY MEETING REPORT:

THE BLUE CIRCLE GROUP

THE LARGEST CEMENT ORGANISATION IN THE WORLD

Mr. J. A. E. Reiss,
Chairman of The Associated Portland Cement Manufacturers Ltd., *the Parent Company,*
yesterday stated

Demand at home continued to increase last year and our deliveries were 5.2 per cent. higher. In the early months of this year deliveries showed a heavier increase than we have ever experienced and were 9.8 per cent. up for the first twenty weeks.

* * * * *

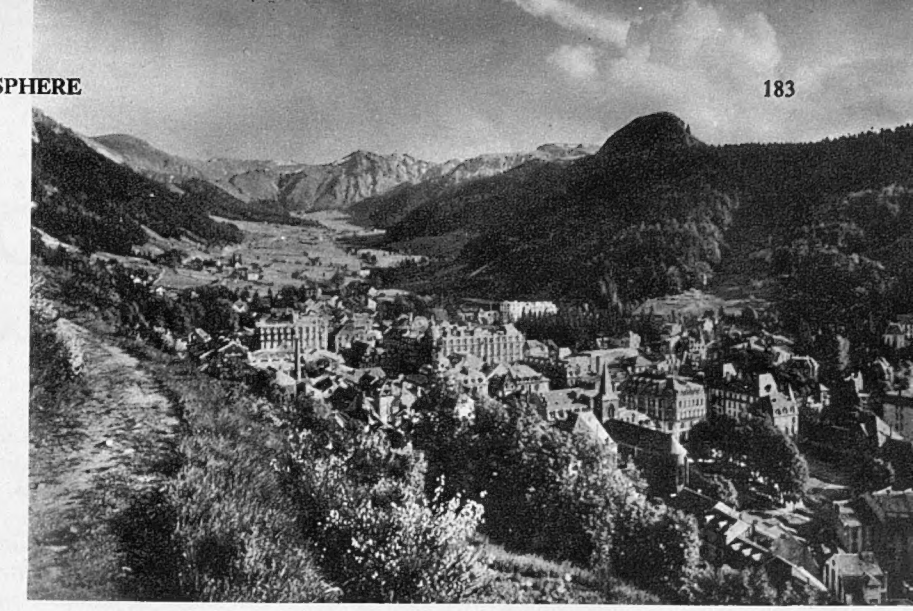
The output of the Building Industry has shown a marked rise this year which, coupled with the increasing use of concrete building materials for all purposes, points to the need for a rather faster expansion of capacity than was expected twelve months ago. At that time I announced a three-year plan to add nearly 1,000,000 tons per annum to our production. The Board has recently reached a decision in principle to increase this programme to the extent of about 500,000 tons per annum.

* * * * *

The Companies in which we are interested overseas played an important part in our overall activities. Sales of 2,489,500 tons surpassed previous figures and we look forward with confidence to continued progress. Our investigations as to the possibility of expansion in areas where we are already represented and elsewhere continue. Our policy of expansion, which has stood us in such good stead in the past and which has preserved our position as the largest cement makers in the world, will, I am satisfied, continue amply to justify itself.

GOOD LIVING

By Ganymede



Le Mont-Dore surrounded by the peaks of the Massif Central in Auvergne

I have just returned from visiting friends in France at Le Mont-Dore, a charming little town in the Massif Central, about 30 miles (uphill all the way) from Clermont Ferrand. Not only is it a charming and exhilarating mountain resort nestling in a valley at nearly 3,500 ft. altitude and a noted spa for asthmatics. I also found it a very convenient centre for exploring one of France's interesting gastronomic regions, the Auvergne. The spirit of Auvergnat cooking is close to the soil and follows the agricultural and pastoral character of the country which alternates between fertile, warm valleys and volcanic mountains with rich grazing lands. To a large extent it relies on its farmyard poultry, fresh vegetables and fruit, fish from the fast-flowing streams, including "*truite de torrent*," which is smaller but has much more flavour than its pond-bred relation, and succulent crayfish.

Touring the countryside I had many memorable meals and found unusual specialities accompanied by excellent *vins du pays*. The most outstanding of all was a dinner at the Hotel Bardet et Regina in Le Mont-Dore itself. We started with one of the specialities of the house (the usual three are listed in Michelin, where this establishment has a proud star), *Terrine de Canard*, as full of flavour, smooth and delicate, as I have ever tasted. This was followed by *Darne de Saumon Grillée*. I know that Scotch salmon has no equal, but this fact was not so obvious as it would have been had the fish been steamed or poached. It came from the River Allier, a tributary of the Loire, not far away, and, grilled, it had very good taste, enhanced by the superb *Sauce Béarnaise* served with it. Our main course was another speciality, not only of the house but of the Auvergne, *Coq au Vin*, which rivals in importance the same dish of Burgundy. It was made with the best local red wine. This imparted a great deal to its flavour, and it showed how good such a simple dish can be when perfectly done. The following *Haricots Verts au Beurre* were delicious, too, of the narrow, round-section pod variety, so seldom seen here. The meal was rounded-off with a *Meringue Glacée Chantilly*, a pudding simple enough, but notable for the genuineness of its three constituents in this case: real meringue, real ice cream and real, fresh cream, whipped. We drank two wines of the country: the white, St. Pourçain, which comes from the northern fringe of the region, was very dry, reminiscent of an average Chablis, with a slight flinty taste of Pouilly Fume. The red, a Chanturgue, was young, robust and very drinkable.

I met the Patron, M. Louis Virot, after dinner. He is a true combination of chef and hotelkeeper—a combination which makes it such a joy to eat in many provincial hotels in France. Our conversation was most interesting. M. Virot still not only supervises the cooking in his hotel, but does much of the work himself for the sheer love of it. He is seventy-seven, but still gets up at dawn every morning to do his own marketing. Before the First World War he worked in some of Europe's most important kitchens. My praise of our dinner pleased him, for he admitted personal responsibility for our *terrine* and the *Coq au Vin*.

Talking about the latter, he declared that the only difference in this dish made in Auvergne and Burgundy is the different wine used: our *Coq au Vin* had been cooked in the same Chanturgue we drank with it. He said that this dish was originally a homely family dish, not often seen in restaurants. In his youth it was the custom to use a tough old cock, start cooking it the night before and let it simmer all night in the oven. He created quite a stir when soon after he took over his present hotel in the '20's, he put *Coq au Vin* on the menu for a banquet for 200 people. To-day this is not a bit unusual, but, of course, young birds are used. To improve the flavour, in a busy restaurant, such as his, the sauce is kept going more or less continuously; each bird reaps some benefit from the one cooked previously.

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MOTORING

A NEW SINGER SALOON

And a coach-built version of the Austin Westminster

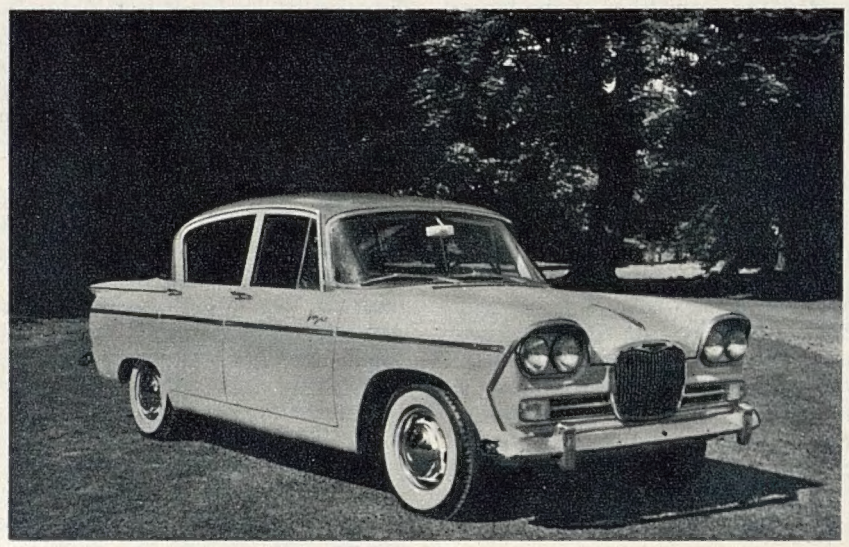
By **COURTENAY EDWARDS**

An entirely new Singer saloon—the Vogue—is announced this week. With a 1·6-litre engine, dual headlamps and attractive styling in the modern idiom, it will be additional to the Singer Gazelle in the Rootes Group range. The price is £929 (£655 plus £274 tax). That is £81 more, in total, than the cost of the Singer Gazelle as we know it to-day and £114 more than the Gazelle in the new 1·6-litre version, with heater as standard, announced simultaneously with the Vogue. Price of the new Gazelle is £815—a reduction of £23 on basic price and of £32 when tax is included.

You can describe the sophisticated-looking Vogue as a medium-priced luxury saloon and it surprises me that a car with so many refinements, including a fascia panel in walnut veneer, does not offer leather upholstery even as an optional extra. The 1·6-litre engine, which is basically the same as that of the rally-bred Sunbeam Rapier, develops 66¼ brake horse-power at 4,800 r.p.m., gives a top speed of nearly 85 m.p.h. and does around 30 miles on a gallon of petrol.

The Vogue is slightly bigger inside than the Gazelle, has drum brakes with a total lining area of 121-square inches, retains the Singer's traditional, upright, oval-shaped grille and has a discreet suspicion of tail fins. The suspension is an improvement on that of the Gazelle, with higher-rate coil springs at the front and wider leaves at the rear. Standard fittings include a heater with an exhaust fume filtering unit and screen washers. Easidrive automatic transmission or overdrive are optionally available.

By using nylon and rubber bushes the Rootes design team, under Mr. Peter Ware, have cut the number of greasing points, compared with the Gazelle, from eighteen to only four: handbrake, propshaft (two) and steering. Other notable features of the Vogue are the dished steering wheel, the use of an organ-type accelerator pedal which permits easy toeing-and-heeling (for those who like it), a larger, 11-gallon, petrol tank, a separate compartment under the boot for the spare wheel and smaller (13-in.) wheels than the Gazelle.



The new Singer Vogue saloon has a 1.6-litre engine. Price, including tax, is £929

The Vanden Plas Princess 3-litre saloon, costs £1,396 10s. including tax

I did not think they would ever be able to wed such luxury, such an air of refinement, to a mass-produced car as the craftsmen of Vanden Plas, the British Motor Corporation's coach-building subsidiary, have done to the Austin A99 Westminster. They call this 3-litre, disc-braked six-seater saloon the Vanden Plas Princess and it is a worthy stable-mate for the bigger, 4-litre Princess. At £1,396 10s., including tax, it sets a high standard in automobile value. It costs only £248 more than the Westminster and £142 more than the closely-related Wolseley 6/99. The prices of a few other British models catering for the same kind of motorist are: Humber Super Snipe £1,489 ; Rover 3-litre £1,783 ; and 2·4 Jaguar £1,534.

I have just been doing some gracious motoring in an automatic version of the Princess, which costs £71 more than the standard version. The Borg-Warner three-speed box suits it admirably. Some of the things which help to give this Princess its opulent air are the burr walnut used for the fascia and door cappings, the English leather upholstery, map-reading light, folding armrests for both front seats and the quality of the carpets and their felt underlays. This is a 100 m.p.h. car (or as near it as makes no difference) with a moderate, 20 m.p.g. petrol thirst (at normal cruising speeds).

Mr. Paul Getty's Tidewater oil group have announced their decision to market their Veedol oil on a nation-wide scale in Britain and are launching a gift voucher scheme for free sump refills to help popularise this newcomer among car lubricants, already on sale in eighty different countries. Veedol, the first retail market for which outlets have been set up in London and the Home Counties, is blended at Birkenhead, Cheshire, with the use of additives of British manufacture.

It is expected that Tidewater will eventually enter the petrol market in Britain. They have already started selling motor spirit in the Far East and on the Continent, and have bought a refinery near Rome, are building one in Denmark and may establish another at Holyhead. Their efforts to set up a national network of Veedol retail points in Britain within the next 12 months are given special piquancy by the fact that the Monopolies Commission is currently inquiring into the "solus site" system under which the oil companies induce filling stations to sell only one brand of petrol and lubricants. The *Financial Times* pertinently points out that the success or otherwise of Tidewater in building up a nation-wide distribution network for its Veedol oil "will provide the Monopolies Commission with an interesting test case."

During a visit to Liverpool to watch the British Grand Prix at Aintree—won easily in an Italian Ferrari by Count Wolfgang Von Trips, to give him the lead in the drivers' world championship—I took a look at the biggest problem jointly facing the counties of Lancashire and Cheshire: the Mersey waterway which so effectively divides them. First I drove onto the handsome new suspension bridge spanning the Mersey between Runcorn and Widnes. It was not then open to traffic, though it will be by the time you read this. It is a replacement for the 58-year-old transporter bridge ; that familiar, exasperatingly slow-ferry system built in the days of horse-drawn traffic.

The new bridge has taken a long time to build—labour troubles being the chief cause of the delays—but it is, nonetheless, welcome. It will do much to speed the traffic flow between Lancashire and Cheshire and is an object of beauty which will more than compensate for any nostalgic regrets when the ugly, unsafe transporter bridge is pulled down.

I inquired how the Mersey Tunnel between Birkenhead and Liverpool is getting on. The answer is very well, thank you. In the financial year which ended last March toll revenue topped the million-pound mark for the first time, following a gradual rise in income since 1944. I was told that in view of the opening of the Runcorn bridge petrol tankers and other vehicles carrying inflammable loads, which are not allowed to use the tunnel during the four busiest hours of the day, may be banned altogether, as was the case before the last war.

Other impending changes include the speeding up of traffic in what is now the "Slow" lane and a large and thoroughly justified increase in the charges made for going to the rescue of vehicles which allow themselves to get stranded in the tunnel through petrol shortage, engine trouble and other forms of mechanical failure.

According to Mr. A. S. Brown, who is shortly retiring from the post of tunnel manager after working at the Mersey Tunnel since it was opened in 1934, of the 5,261 breakdowns which occurred in the tunnel last year 48 per cent. were due to petrol shortage and 36 per cent. to engine defects. Owners of cars which run out of petrol will be charged a breakdown fee of £2 10s. (instead of 10s.) from September 1. The charge for other breakdowns will be £4 an hour instead of £2.

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The secret of a 'dry martini'

Madeira Interlude

They have skirted the shoulder of France and Spain since they left Southampton last Thursday. Now, Sunday afternoon, first stop Madeira, their ship lies out in Funchal Bay, and launches have brought passengers in to see this wonderful Lotus Island off the shoulder of Africa. Time for a drive through miles of flaming flowers, for an English tea at Reid's Hotel, and a bathe from the sun-cooked rocks below. Back to the ship this evening, and next stop 4,677 miles and eleven warm days and starlit nights away—Cape Town. Fine food, superb service, cinema shows, dancing, bathing on deck, s-p-a-c-e everywhere, and nearly always millpond seas to the blue horizon.

Every Thursday at 4 p.m. one of the eight big mailships leaves Southampton for the Cape. About twice a month large liners leave London for the Round Africa voyage. Chief Passenger Office, Dept 8A, 19-21, Old Bond Street, London, W.1. Tel: HYDe Park 8400. Or Travel Agents.

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